THE EVENING TELEGRAPH.

PHILADELPHIA, MONDAY, JULY 18, 1864.

THIRD EDITION.

LATE SOUTHERN NEWS

THE DEFENSE OF ATLANTA.

The Rebels Consider it in "Imminent Danger."

TERRIBLE COLLISION ON THE ERIE RAILROAD.

Etc., Etc., Etc., Etc., Etc.

LATEST NEWS FROM THE SOUTH.

BALTIMORE, July 18—11·35 A. M.—The following despatch has been received from Fort Monroe, dated yesterday:—

Among the prisoners recently captured in front of Petersburg, is Jesse Segar, nephew of Hon. Joseph Segar, of this district.

By a contraband who has just escaped and arrived within our lines, we have obtained the daily Richmond *Dispatch* of the 18th inst., which contains the following despatches:—

ATLANTA, Ga., July 12.—The enemy are in a position on the north side of the river. There is some firing between the sharpshooters, with occasional artillery firing by the enemy, without damage.

A small force is reported on the south side of the river, eight miles above the railroad bridge. They keep close to the ford. The Governor arrived here last evening, and is urging forward everything for the defence of Atlanta.

His proclamation, calling upon every one between the ages of sixteen and forty-five to report at Atlanta, receives the approval of all classes.

[SECOND DESPATCH.]

ATLANTA, July 13.—The enemy are massing on our right, near Reoswell. A portion of the Yankee army are on the south side of the Chattahoochie.

Sherman's headquarters are near Vining's Station. Skirmishing across the river continues near the bridge. Everything is quiet below.

The Atlanta *Confederacy* has the following:—

"We shall not attempt to lull to a fancied security our readers by the declaration that Atlanta is not in imminent danger and peril. Its capture, however, cannot be considered a foregone conclusion.

"If General Johnston cannot make a successful battle, or hold the enemy in check along the Chattahoochee, he cannot anywhere below it; and the only temporary check would in that event be the capture of Atlanta, purposely thrown at the feet of the rapacious invader, to stay his appetite for conquest. We have no doubt the Federal Government would be satisfied with the capture of Atlanta, and garrison and fortify it as a base for future operations."

The *Dispatch* says:—

"Nothing occurred yesterday in front of Petersburg but the usual shelling. This is Grant's amusement, while waiting the result of events in Maryland (of which the despatch gives the most exagerated accounts).

"Thirty-two Yankee prisoners, including one Major, who were captured at Reams' Station on Wednesday, were brought to this city yesterday afternoon and committed to the Libby prison."

GENERAL CANBY'S ARMY.

OPERATIONS IN LOUISIANA.

NEW YORK, July 18.—A private letter from Morganzia, June 30th, states that Gen. Canby is very actively engaged in perfecting the arrangements for the military operations in the vicinity of Morganzia and the Red River.

General Ullman, with a large portion of his forces, had reached Morganzia, where he had been placed in command of all the colored troops.

The fortifications at Morganzia are most formidable, and command a range of some six miles of the Mississippi river, which at this point makes a bend for some distance.

The position is deemed of the utmost importance, being equi-distant from Port Hudson and the Red river, thus forming a base considered by all military men as the key to the Red river country. The Rebels have a large force stationed on the west bank of the Atchafalaya, nine miles in the rear of Morganzia.

The corps being organized near Morganzia is to be under the command of Major-General Reynolds, and it is expected that the movement for the dislodgment of the Rebel army on the Atchafalaya will soon commence.

General McNeill is at Port Hudson, in command of the garrison left by General Ullman.

The guerillas are somewhat active between Port Hudson and Vicksburg, but not in such force as they were a month ago.

Our gunboats during the high water easily prevent the crossing of the Atchafalaya by the Rebels; but during the low stage of the river those crossing will be prevented by the land forces of General Ullman encamped on the east bank.

A large Union force is being collected near Morganzia, amply sufficient for offensive or defensive purposes. No offensive movements had been made up to the 30th ult. by the Rebels, but the activity infused into the Department by Major-General Canby indicates active operations not far distant.

Operations in James River—Capture of a Torpedo.

We publish from official documents the following relating to recent operations in James river:—

UNITED STATES IRON-CLAD "ONONDAGA," JAMES RIVER, July 14, 1864.—Major-General B. F. Butler, Commanding Department of Virginia and North Carolina.

Sir:—I herewith inclose a very modest report of Lieutenant Chambers, of his operations in this vicinity on the morning of the 12th instant, with a force assigned to the navy for picket duty, and fifty additional men detailed by your order to co-operate.

It only remains for me to speak of the gallantry displayed by Lieutenant Chambers and the force under his command, and the good judgment exercised by him in the accomplishment of the object desired.

The disposition manifested by him to share the credit of his achievement with the subordinates associated with him, I also consider very creditable.

I send you herewith a sketch of the captured torpedo. I am, very respectfully,

Your obedient servant, M. SMITH,
Captain and Senior Officer in James river.

NAVAL PICKET STATION, THIRD PENNSYLVANIA ARTILLERY, TRENT'S REACH, JAMES RIVER, July 12—Sir:—In accordance with your orders, I have the honor to report that I proceeded last evening, at ten o'clock, with seventy men of Company G, 3d Pennsylvania Artillery, and fifty men of the 10th Connecticut volunteers—Lieutenants Lindsay and Sharp in charge of the latter—to a point on James river, below Dutch Gap, thence to Fox's Farm, and there destroyed the signal station, together with two mills, two barns, blacksmith shops, and a large lot of agricultural implements contained in the outbuildings. A very large amount of hay and grain, which was about being shipped to Richmond, was also destroyed.

I attacked the enemy, whom I found strongly posted, about daylight; and after a sharp fight, forced them to leave their intrenched position, when I charged and utterly routed them, killing and wounding a number, and capturing one lieutenant, one sergeant (wounded), and twelve men, with their arms and equipments.

I also captured a torpedo, with two hundred pounds of powder intended for it, with the time-firing apparatus, &c., which had been landed but a few hours previously, preparatory to being planted by the Rebels.

The gunboat *Stepping Stones*, Captain Campbell, carried me to the point of landing, and there awaited my return, protecting my rear. Acting Ensign Lawrence, United States Navy, acted as guide and rendered valuable assistance. I returned without the loss of a man.

I have the honor to be, very respectfully, your obedient servant, D. W. CHAMBERS,
First Lieutenant 3d Penna. Artillery.
Captain Melancthon Smith, Senior Officer Commanding James River Fleet.

Markets by Telegraph.

NEW YORK, July 18.—Flour quiet; sales of 11,500 bbls. State, $10·40@10·75; Ohio, $10·75@12; Southern $10·50@13. Wheat advanced [illegible]. Sales of 120,000 bush. Chicago Spring, $1·95@2·45; Milwaukie Club, $1·95@2·51; red Western, $2·55@2·63. Corn quiet; sales of 19,500 bush. $1·58@1·60. Beef quiet. Pork steady at [illegible]. Lard steady at 18@19c. Whisky firm at $1·68@1·70.

Stocks are dull. Chicago and Rock Island, 108¾; Cumberland preferred, 62½; Illinois Central Railroad, 124¼; Illinois Central bonds, 121; Michigan Southern, 82¼; New York Central, 132¼; Reading, 131½; Hudson River, 127¼; Canton Company, 35; Erie, 113¼; Michigan Central, 131½; Gold, 257; One Year Per Cent, 91½; 5-20 Coupons, 104¼; Coupons 6s, 102¼.

BALTIMORE, July 18.—Flour inactive; Wheat firm; new Southern White $2·10@2·15; Corn quiet at $1·75; Whisky dull; Groceries steady; Rio Coffee 46@50c.

EXTRA!

FOURTH EDITION.

HIGHLY IMPORTANT

NEW DRAFT ORDER.

PROCLAMATION BY THE PRESIDENT.

A Call for 500,000 Men.

DRAFT ON SEPTEMBER 5th.

WASHINGTON, July 18, 1864.

By the President:—

A PROCLAMATION.

Whereas, By the act approved July 4, 1864, entitled "An Act further to regulate and provide for the enrolling and calling out the national forces, and for other purposes," it is provided that the President of the United States may, "at his discretion, at any time hereafter call for any number of men as volunteers, for the respective terms of one, two, or three years, for military service," and "that in case the quota of any part thereof of any town, township, ward, or city, precinct, or election district, or of a county not so subdivided, shall not be filled within the space of fifty days after such call, the President shall immediately order a draft for one year to fill such quota, or any part thereof which may be unfilled.

And whereas, The new enrolment heretofore ordered is so far completed as that the aforesaid act of Congress may now be put in operation for recruiting and keeping up the strength of the armies in the field for garrison and such military operations as may be required, for the purpose of suppressing the Rebellion and restoring the authority of the United States Government in the insurgent States:

Now, therefore, I, ABRAHAM LINCOLN, President of the United States, do issue this my call for five hundred thousand volunteers for the military service: *Provided, nevertheless*, that this call shall be reduced by all credits which may be established under section 8th of the aforesaid act, on account of persons who have entered the naval service during the present Rebellion, and by credits for men furnished to the military service in excess of calls heretofore made. Volunteers will be accepted under this call for one, two, or three years, as they may elect, and will be entitled to the bounty provided by the law, for the period of service for which they enlist.

And I hereby proclaim, order, and direct that immediately after the 5th day of September, 1864, being fifty days from the date of this call, a draft for troops to serve for one year shall be had in every town, township, ward of a city, precinct, or election district, or county not so subdivided, to fill the quota which shall be assigned to it under this call, or any part thereof which may be unfilled by volunteering on the said fifth day of September, 1864.

In testimony whereof I have hereunto set my hand, and caused the seal of the United States to be affixed.

Done at the City of Washington this eighteenth day of July, in the year of our Lord one thousand eight hundred and sixty-four, and of the independence of the United States the eighty-ninth.

[SEAL.] ABRAHAM LINCOLN.
By the President,
WILLIAM H. SEWARD,
Secretary of State.

FROM WASHINGTON.

Special Despatch to the Evening Telegraph.

WASHINGTON, July 16.

Sheridan's New Raid.

The *Chronicle* of this morning announces that General Sheridan is again on a most important expedition. It neither intimates its numbers nor destination.

Railroad Accident.

PORTLAND, Me., July 18.—The passenger train from Portland for Montreal, on Thursday ran off the track, near Northumberland. The engine went over an embankment, and the engineer and fireman were badly scalded.

* * *

—The secret reason of the recall of the Guards from Canada is said to have been that the time of the greatest part of the men was about expiring, and it was feared they would enlist in the Union army.

—Dr. Nott's lectures on Biblical Temperance have been republished abroad by Trubner & Co. Mr. C. P. Kirkland's reply to Judge Curtis has also attained a foreign celebrity.

—What is known as Hippocras, a beverage invented by Hippocrates, consists of wine, cinnamon, and honey. It is still drank in many parts of the Continent.

—Voting by ballot, adopted in Victoria, has abated "so much noise and beer" that its friends in England are more anxious than ever to introduce it at home.

—One-fifth of the national income of Great Britain is derived from the tax on ardent spirits.

—The mortality in London of late has risen above the average of the previous ten years.

—The British troops stationed at Delhi are attacked with incurable sores, for which neither the cause is known nor any remedy discovered.

—In the late Ashantee expedition, fifty per cent. of the troops employed succumbed to the climate without striking a blow.

—An intermittent pulse, entirely unconnected with any defective action of the heart, may be caused by excessive smoking, and is removed by discontinuing the practice.

—The assertion that the spectrum analysis presents uniform carbon lines is disproved by the late experiments of Professor Roscoe.

—The intelligence of the managers of a London fire insurance company was recently shown in the case of M. De la Rue, electrician, who, before he could perform some experiments at Willis's Rooms, London, with the ordinary galvanic apparatus, was compelled to make insurance on the building, and the danger was considered so great by these savans, that a premium was exacted on one hundred thousand dollars. The danger from a galvanic battery was just nothing at all.

LATE FROM THE SOUTH.

REBEL IMPRESSIONS OF THE RAID.

AFFAIRS ON JAMES RIVER.

GREAT SCARCITY OF WATER.

Etc., Etc., Etc., Etc., Etc.

From Martinsburg.

From the Richmond Examiner, July 13.

A letter in the Charlottesville *Chronicle*, dated Camp near Martinsburg, 5th instant, says:—

After skirmishing with the enemy at Bunker's Hill, the [illegible] of General ——, with Gilmore's Cavalry in the advance, entered Martinsburg on the evening of the 3d instant. Up to 10 o'clock of the 3d, no intimation had been received by the enemy of the advance of our infantry, who thought the movement only one of Mosby's. The enemy, some 15 hundred, all 100-day men, with the exception of the new Regular Cavalry, retreated hurriedly from Martinsburg on the Harper's Ferry road. Immense quantities of supplies fell into our hands, with $10,000 worth of medical stores, and an unbounded quantity of quartermaster's supplies, including 100,000 bushels of corn and oats.

The merchandise was unparalleled; merchants and sutlers had collected there immense stores, preparatory to forwarding them to Richmond for sale, as they deemed the capture of that place a fixed fact. Some two hundred prisoners have been captured.

No casualties whatever in this corps yet, except the slight wounding of Lieutenant Breckinridge in the leg. Some ten or twelve Yankees were killed.

Our pickets knew nothing of our infantry until we were marching into town.

Strong Union element in this vicinity. But few Southern families in the town of Martinsburg. The citizens took particular pains to show their prejudice and sympathy for the Yankee prisoners that our troops were guarding. All the luxuries they could procure were brought and given them. The same spirit was exhibited on the road from Winchester to Martinsburg. What few southern men were in the country are nobly patriotic, and deserve the highest commendation.

Weather warm and the roads very dusty. We find plenty of provisions for both man and beast along the entire route.

Rumors Yesterday Evening.

The cheering news yesterday from Maryland was enough to produce rumors, and out of a multitude we give only two of them. First, it was stated that the New York *Herald* of the 11th had been received by a soldier connected with the Army of Northern Virginia, which stated that General Early (not Ewell) was advancing in two columns upon Baltimore, and was within seven miles of the city.

The second was, that a letter had been received from an officer of the invading command, addressed to a lady of this city, which said that the outer fortifications of Baltimore were within sight at the time he wrote—the morning of the 10th. We give the rumors for what they are worth.

From Northern accounts, as given in another column, there is no doubt but that we can now take Baltimore, if we think it advisable. The only question is, as to the expediency. Of this our Commanding General, be he Jones, Smith, "or any other man," will judge.

From Mathews.

We saw a gentleman yesterday morning direct from Mathews county, who states that there have been no Yankee raiders in that region for some time, and that the people are now enjoying a temporary state of quietude. With the exception of burnt mills, empty smoke-houses and corn-cribs, pillaged barns, and hog-pens *minus hogs*, the face of the country is wearing its usual appearance. He reports that for fifteen days past Yankee transports in great numbers and of unusual size have been going up the Chesapeake Bay.

He could not say whether they were loaded with troops, but the presumption is very strong that they were taking reinforcements to the frightened Yankee army now defending Maryland and Pennsylvania. Along the road between Mathews and this city, he describes the condition of things in many places as perfectly lamentable, and thinks if a resident who had been absent for a time were blindfolded and taken home he would not recognize it. This is especially the case in the counties of King and Queen and Hanover.

From Hardy.

A subscriber sends us the following, dated July 6:

Excuse me for attempting to give you an account, in my poor way, of an encounter with some sixty Yankee infantry. On the 3d instant, about 7 o'clock A. M., Capt. J. L. Bartlett (residence San Antonio, Texas), commanding the advance guard under General Imboden, hearing of some Yankees in front, rode forward to see. They, being in ambush, shot the Captain (Bartlett) through the head, killing him instantly. Our men soon coming up, surrounded the Yankees, the Colonel of whom (Leed) ordered the prisoners to be shot, which order was immediately executed on a worthy man and non-combatant, Abraham Emmart, who was shot through the head and died instantly.

We had time, in surrounding them, to kill but one Yankee and wound another mortally. We also had one wounded; having examined his wound, I think it is not mortal. What General Imboden will do with the wretch, Leed, I have not understood. Their tory pilot, John Moreland, who has been acting badly for a long time, I am sorry to say, got away. General Imboden destroyed a few miles of the Baltimore and Ohio Railroad, near and at French's depot, and destroyed an ironclad by burning, which made a great deal of noise as the shells exploded which it contained. He also destroyed several canal boats and got the mules. This occurred on the 4th instant, and then started east in the direction of Martinsburg.

From Charleston.

CHARLESTON, July 12, via Petersburg, July 13.—To General G. T. Beauregard:—The enemy attacked Battery Simpkins last night, and were repulsed. We have driven them from John's Island. Their fleet dropped down last night below Battery Island. All the available force of the enemy from Jacksonville has been operating against this place since the 2d instant. Major-General Foster is commanding in person.

S. JONES, Major-General.

A Dash on Reams' Station.

On Tuesday a small body of Yankee cavalry made a dash upon Reams' station, and endeavored to surprise our troops stationed there. They were handsomely repulsed, however, with the loss of a number killed and wounded. The copy of the Washington *Chronicle* of the 10th, from which we publish extracts this morning, was found upon the person of one of the prisoners captured.

From Petersburg.

PETERSBURG, July 13.—A portion of Fitz Lee's command engaged in a skirmish a part of Gregg's Cavalry Division, near Lee's Mill, fourteen miles southeast of Petersburg, yesterday evening, driving them back and capturing ninety-three prisoners, including two commissioned officers.

There was considerable cannonading on our right last evening.

Grant is evidently sending more forces to Washington.

The News at the War Department Headquarters.

At nine o'clock last night the War Department and the various military headquarters located in this city were without further news from Georgia, the Army of Northern Virginia, Mobile, or Mississippi. We therefore take it for granted that everything in all these quarters remains in *statu quo*.

Maryland—mother of the Carrolls and the Howards—is now the absorbing theatre of interest. May her sons prove as true now as they did in '76.

Late from Prince George.

We conversed with an acquaintance yesterday who left Prince George on Sunday, but reached Petersburg much sooner than he expected, so greatly have the enemy's lines been contracted. He informs us that Grant's army is stretched from his lines immediately to the east of Petersburg down to City Point. The people, without exception, have suffered the loss of everything that can contribute to the support of life. Meat, bread, crops, cattle, and in several instances even furniture, have been taken from them. Many hitherto wealthy families of the county are now drawing rations of hard tack and salt pork from the Yankee Commissary, and their negroes are engaged in cooking and washing for the invaders.

Our informant states that he was told by the Yankees two weeks ago that they occupied Petersburg; but when he sought permission to come to the city was informed that they did not hold it exactly, but they had matters so arranged that they could come into it whenever they pleased. They also informed him that they had possession of the Weldon, Southside, and Richmond Railroads, and had so destroyed the Danville that the Rebels would never be able to again operate it.

The Scarcity of Water.

Our informant states that but for the proximity of the James and Appomattox rivers the enemy would have been compelled to evacuate Prince George for lack of water. The Blackwater is entirely dry, and has been for two weeks, and all lesser streams in the county have been dry for a much longer period.

The Yankees have a large hospital camp about two miles from City Point, between the Appomattox and the City Point road. So great has been the scarcity of water, that they have dug a canal from the Appomattox to the camp. They have also brought a steam fire engine from Baltimore, with which they pump water from the ditch, and thus supply the great necessity. Heretofore they have been compelled to bring the water from the river in buckets and barrels, which was a very tedious as well as laborious job.

TERRIBLE COLLISION ON THE ERIE RAILROAD.

Dreadful Loss of Life—Sixty-four Rebel and Union Soldiers Killed—One Hundred and Twenty Wounded.

Sadly familiar as the last three years have rendered the country and the public with tales of blood, scenes of slaughter, and the accumulated horrors of the battle-field, we are not yet so used to them as to feel unmoved when, on a smaller scale, some fearful railroad catastrophe brings them to us face to face amid the quiet of civil life.

One of these terrible catastrophes, the most terrible that has happened in this country for some years, took place on Friday morning last, when the grave was again opened to receive a hecatomb of human life, offered at the shrine of managerial inefficiency and subordinate recklessness. It appears that on the 13th instant a batch of 733 Rebel prisoners left Point Lookout under the charge of 125 Union soldiers. They safely arrived at New York on the 14th, and left Jersey City at 5 A. M. on the morning of the 15th, *en route* for Elmira, New York, whither they had been ordered to proceed.

All went well, and the convoy reached Port Jervis in the best of spirits. At Port Jervis the double track of the Erie Railroad ends, and for the next twenty-four or twenty-five miles the road is but a single track to Lackawaxen Junction, with occasional lengths of double track where the nature of the road permits.

Throughout the whole of this distance, and for some miles further on, the railroad runs up the valley of the Delaware, and is full of sharp curves and awkward turns, along which it is often impossible for the engine driver to see more than fifty or sixty yards in advance. It was along this piece of the road, about two miles from Shohola, and when turning a point of one of the abutting hills, that the train of eighteen emigrant cars, with its freight of nine hundred and fifty-eight souls, running at the rate of twenty-five miles an hour, met a coal train of fifty cars, with each a load of twelve tons, that came thundering down the incline from Lackawaxen. When the trains came in sight of each other they could not have been more than one hundred yards apart, the drivers not having time even to reverse their engines and jump off before death was upon them, the driver of the passenger train, named William Ingram, and his fireman, named Tuttle, being both taken off the engine dead, as was the fireman of the coal engine, named Philo. Prentiss.

The shock was tremendous, and its results awful, though fortunately neither of the engines left the line. The tender of the passenger engine was turned up on end, the wood for fuel being thrown in front, and burying the driver and fireman before named. The first car, of course, was utterly destroyed, being jammed, as a spectator described it to us, into a space less than six feet, while to complete its demolition, the tender that had been tipped on end fell back on its roof. It contained thirty-seven men, some of whom were on the platform at the time of the collision, and from its wreck thirty-six were taken out dead, only one man escaping with his life by falling between the platforms to the earth.

Three of the cars in all were totally destroyed, and seven or eight of them so much broken as to be entirely useless, and it was in these cars that the greatest loss of life occurred; for when the collision took place two Union soldiers were placed as sentinels at each door on the platforms of each car, which were also occupied by some of the Rebels beguiling the way by conversation with the sentry. Of the men thus standing all were immediately killed, save one or two.

As soon as possible the survivors set to work under the guidance of the Captain in charge of the body, to extricate the dying and wounded from their fearful position, and, in the mean time, word was sent to Shohola, apprising the authorities there of the state of things, who immediately telegraphed for assistance to Port Jervis, whence, in a short time, Hugh Riddle, Esq., District Superintendent, arrived on the scene of disaster in a relief train, with three surgeons to attend to the injured.

The scene is described by those who escaped as most appalling, the road blocked up with debris, car piled upon car in the most indescribable confusion, the bodies of those thrown from them covering the road at every step, the flying dust and blinding smoke from the quenching fires, the noise of the escaping steam, and, above all, the fearful groans and heart-rending cries of the injured and expiring will never be forgotten. Some of the corpses were shockingly mutilated, heads completely crushed, bodies transfixed, impaled on timbers or iron rods, or smashed between the colliding beams, while one man was discovered dead, sitting on the top of the upturned tender, in grotesque and ghastly mockery of the scene around him.

When the cries of the last wounded had directed the searchers to his place of imprisonment, and the last corpse removed from its temporary tomb, it was found that the victims numbered sixteen Union men and forty-four Rebels, dead; while the wounded numbered one hundred and twenty, some of them wounded mortally—indeed, four has since died, and a number of others cannot be expected to recover. J. T. Ridgway, Esq., Associate Judge of Pike county, was soon on the spot, and, after a consultation with Mr. Riddle and the officer in command of the men, a jury was impanneled and an inquest held; after which a large trench was dug by the soldiers and the railway employees, 76 feet long, 8 feet wide, and 6 feet deep, in which the bodies were at once interred in boxes, hastily constructed—one being alloted to four Rebels and one to each Union soldier. The wounded were conveyed as soon as possible to Shohola, where they met with every attention and aid that surgical skill could suggest and the limited accommodation permit, from Drs Appley, Hardenburg, Cooper, Deborn, Lawrence, and Walsh, assisted by a number of volunteers from the inhabitants of the neighborhood.

The ladies of the vicinity also were unwearied in rendering those kind offices which womanly tenderness alone knows how to bestow, besides bringing soups, jellies, and other delicacies so grateful to the parched and fevered patient. The names of these good Samaritans, so far as we could ascertain—though if we do injustice by omitting any that should be mentioned we sincerely regret it—are Mesdames Loftus, Deborn, Halbut, Kelsall, Johnson, Bross, Harwood, Gardner, and Spring, and Misses Skinner, Bross, and Hamilton.

The line was cleared on Friday night, and on Saturday morning early the officer in command proceeded with the rest of the men to Elmira, taking with him most of the wounded, seven or eight of them cases requiring amputation, which could not be performed at Shohola, and the others more or less severely injured, leaving only twenty-two of the worst cases at Shohola, of which, as before stated, four died on Saturday and were buried with the rest in the trench in the wood between the road and the river. Owing to this circumstance we have found it impossible to give any list of the casualties; but of those left at Shohola we have obtained the names of all who were sufficiently sensible to speak. They are as follows:—

COMPANY'S SERVANTS KILLED.

William Ingram, engine driver.
—— Tuttle, fireman.
Philo Prentiss, fireman.
—— Boydon, brakesman.

UNION SOLDIERS WOUNDED.

Amos Ward, Company C, 11th Veteran Reserve, head bruised, back injured, and legs lacerated.
Adam Washington, Company F, 11th Veteran Reserve, lacerated wound of both feet.
William Tucker, Company G, 11th Veteran Reserve, right arm amputated, badly bruised in left hip.
John Bastion, Company C, 11th Veteran Reserve, injured hip.
Simon Trenz, 31st Ohio, ankle-joint fractured.
Josh. A. Toby, Company E, 11th Veteran Reserve, both legs injured.

Rebel Soldiers Wounded.

Michael Johnson, Company F, 8th North Carolina, severe internal injuries.
J. B. Sneed, 62d Battalion Virginia Cavalry, thigh, hip, and back injured.
— Polks, Company G, 47th Virginia, right leg broken, shoulder cut, back injured.
John Jackson, 51st North Carolina, right leg broken.
A. C. Neck, Company A, 24th Georgia, right arm amputated, severe scalp wound.
William Bowers (regiment unknown), right leg amputated.
T. W. Polks, Company B, 22d Virginia, head bruised, leg lacerated.
Robert M. Mayrick, Company G, 3d Virginia, legs lacerated.

The conductor of the coal train, John Martin, states that it started as usual from the depot on the Hawley branch, and that, coming on the main line at Lackawaxen, he inquired, as required by the regulations of the company of the telegraph operator, Duff Kent, if the line (the single track portion of it) was clear, and received for an answer that all trains then due had passed, the fact being that the passenger train of which he had information was late, and had not yet arrived.

On receiving the intelligence the conductor of the coal train naturally ordered the driver to go forward, and the train proceeded at its usual speed along the single track until, when doubling the point, the passenger train dashed into it. Each train, as it passes a station, is telegraphed to the next, and the telegraph operator is required to keep, in a book set apart for that purpose, an account of the times at which each train passes his depot. Thus he can at any moment, by reference to his book, ascertain what trains are due and what have passed; but whether Kent had done so or not we cannot state. One thing is certain, that he has since absconded.

On visiting the scene of the accident on Saturday, we rode down the line with the courteous Superintendent, Mr. Riddle, on a hand-car, and could not but feel that shameful and criminal as was the carelessness which led to the present collision, it is no small tribute to the officials that they have hitherto kept so free from accidents on such a road. The road, in fact, is one of the worst that could be used, the striking beauty of the landscape, and the many windings of the stream whose course it follows, that so delight the traveler, only rendering necessary such twisting and curving of the line, that that portion must be the terror of all the drivers of the company. The distance from Shohola to Lackawaxen is about five miles, and yet there are certainly not more than three points in that distance from which a spectator can see more than a hundred yards of the line at once—about fifty yards each way.

At the spot on which the collision took place the line makes a sudden bend, like the convex curve of the letter S, and it was at the apex of this that the collision took place. As we passed along, some distance before we arrived at the spot of the coals strewing the line in all directions, broken couplings and fragments gave notice that we were approaching the scene of some disaster.

At length two upturned tenders, with sides battered and crumpled, the massive timbers of their floors snapped across like a wand, wheels and axles broken, a piston rod bent as though it had been a wire, angle irons twisted out of all shape, massive bars crumpled like paper, wheels filling the ditch, planks torn into shreds, timbers splintered like touchwood, cars smashed and overturned, bore such witness to the fearful nature of the shock, that one wondered how, when such rigid things as iron and wood were as straws before it, flesh and blood should ever survive.

And as one passes on a little further, and looks down sheer eighty feet of perpendicular rock to the stream below, it is impossible to repress a shudder at the thought of how awful would have been the loss of life had the collision taken place on any of those narrow ridges, about fifteen feet wide, which the road forms at these places.

It is difficult to look up at those shaggy hills, clad with primeval forest, or down on the sunny stream sparkling below, or across the valley at the waving harvest, ready for the reaper, and realize the fact that only two days ago that pleasant, peaceful spot was to so many a scene of untold horror and anguish, yielding its first harvest to death, the reaper whose sickle had at last secured the sheaf of human life that had so often evaded and braved him on the battle-field.

Yet there were the remains strewing the road, and down at Shohola were more ghastly witnesses still. The appearance of some of the wounded men was frightful; the only object to give it relief being the presence of the ministering angels who so tenderly tended each sufferer—Union and Rebel alike—only requiring that aid should be needed to give it, and seeing only a fellow-creature appealing, and not in vain, to their sympathies.

Some little disapprobation was expressed at the hasty burial of the men, and it has been objected that opportunities should have been offered for their identification; but to this it may be answered that the mutilation of many of the corpses rendered this impossible, and the weather, on sanitary grounds, rendered it indispensable they should be removed, while there is no doubt the Government have all the names of the missing men, and will give them such publicity as may meet the eyes of their friends.

It is certainly, however, desirable that something more than the sham investigation by the jury, and which we are informed terminated in a verdict that all the company's servants were free from blame and the accident unavoidable, should take place. The telegraph operator is said to have been intoxicated the night before, but until he can be met with, and the public will demand of the State authorities to see that he is, and can be confronted with the conductor of the coal train, it will not do to place too much reliance on the statement of the latter.

It is the duty of each telegraph clerk to telegraph to the clerk at the next depot immediately the train has passed his station, and this book seems to have been regularly kept, so far as our inspection went, at Shohola. At Lackawaxen we were unable to see the book kept by the absconding operator. Under any circumstances, if the statement about the character of the telegraph operator is true, it is most discreditable to the company to have kept such a man in so critical a situation, and they are by no means free from complicity in the murder which has just been committed.—*New York Tribune.*

GENERAL SHERMAN'S ARMY.

Rebels Running their Supplies to Augusta—Twenty Thousand Militia at Atlanta—Prospect of a Great Battle.

From the Nashville Times, July 11.

An officer from the front unforms us that the Rebels at the front have fallen back within their outer lines of fortifications around Atlanta. They extend three miles beyond the city, and have been made very strong of late.

There are twenty thousand militia within the intrenchments, everybody able to bear arms having been pressed into service. Johnston will probably give battle there. The Rebels are moving all their supplies from Atlanta to Augusta, showing that they expect to retreat.

General Sherman cannonaded the Rebels heavily last Wednesday, before crossing.

We are on the eve of highly important events.

Our Forces South of the River—They are Strongly Intrenched—Rumored Capture of Many Prisoners—The Enemy Retired to Stone Mountain—Sherman Pushing for Atlanta.

CHATTAHOOCHEE RIVER, Ga., July 10.—Last night Hardee's Corps, which was the last portion of the Rebel army on this side of the Chattahoochee, burned both the railroad bridge and the wagon road bridge over the river, and retired to the other side. At the time I write this, therefore, there is no Rebel force on this side of the Chattahoochee, except guerillas and straggling bodies of cavalry. The 23d and another Corps are across the river.

The rest of the army are rapidly following. Sherman crosses to-morrow, and there is not much doubt that he will push straight on to Atlanta. The Rebels are said to have retired in the direction of Stone Mountain. The general impression seems to be that they will make no further stand for Atlanta.

The people of the latter city have earnestly besought Johnston not to deliver battle anywhere in the vicinity of the place, and the papers are preparing the people to submit to Yankee rule. Don't consider it certain, however, that there will be no further fighting this side of Atlanta. The army is in fine spirits.

From the Nashville Times, July 13.

An officer from the front informs us that the Rebels from the front have fallen back within their outer line of fortifications around Atlanta. They extend three miles beyond the city, and have been made very strong of late.

There are 20,000 militia within the intrenchments, everybody able to bear arms having been pressed into service. Johnston will probably give battle there. The Rebels are moving all their supplies from Atlanta to Augusta, showing that they expect to retreat. General Sherman cannonaded the Rebels heavily last Wednesday before crossing.

From the Union, July 14.

Despatches received in this city this morning announce that three of our strongest corps are south of the Chattahoochee, and are firmly intrenched in the abandoned Rebel works. We have very few particulars in addition to those already published.

A rumor, apparently authentic, is current that the Rebel General Geo. Maney, of this city, was wounded in a skirmish while our troops were crossing the river.

From the Nashville Times, July 16.

At the last accounts our forces were still strongly and securely intrenched at the Chattahoochee.

There has been no pursuit of the Rebels, and no advance from the banks of the Chattahoochee toward Atlanta.

Passengers on the evening train to-day state that rumors prevail at Nashville that General Sherman has captured six thousand prisoners, but the time and locality are not stated.

It is also reported that General Sherman has ordered a correspondent of a New York paper out of his lines.

TO-DAY'S WASHINGTON NEWS.

Special Despatches to Evening Telegraph.

WASHINGTON, July 18.

Proclamation for a Draft.

A proclamation calling for a draft is in course of preparation, and will probably be promulgated to-day.

French Steamers.

The French steamer *Amphion* is lying off the Washington Navy Yard, and two more are below.

Movements of Mr. Fessenden.

Secretary of the Treasury Fessenden, accompanied by Assistant Secretary Field, returned to Washington this morning from New York.

"THE GOLDEN CIRCLE."

Mass Convention in Illinois.

The "Golden Circle" and other Secession organizations have called a Mass Convention to meet at Peoria, Illinois, on the 3d of August next. Among the signers to the call are several recognized Secession Copperheads. The Chicago *Times*, rank Copperhead, states distinctly that this call culminates from "a State secret organization, not connected, as such, with the Democratic party, *but the members of which act with the Democratic party.*"

The Chicago *Post*, a War Democrat paper, exposes the character of the organization and the proposed meeting as being simply rebellious. We quote:—

"There is a party in this country in favor of peace on any terms. There is a party in this country who want peace now; who want to stop the war at its present stage, and who want the Union to be dissolved now in the vain delusion, that in the general wreck of things that would follow, the people would, as an escape from anarchy, be led into the formation of another Union, with a new constitution framed as our conquering and victorious neighbors might dictate. There is such a party in Illinois, and early in August they propose to hold a public meeting to Peoria in this State, where they will ventilate their peculiar doctrines and give expression to their determinations for the future. With free speech and free press these men would be powerless among intelligent people; but they profess to be Democrats, and call themselves the Democratic party. They have increased in numbers because their organization has been a secret one within locked doors, and associates bound not to divulge the proceedings. They have lashed themselves into fury, and have arrived at the conclusion that the rest of mankind were as foolish as themselves. Seeing no one, admitting no one but the initiated to their deliberations, they have increased their numbers by thousands who would not dare to appear in public in connection with such an organization. Their being but one side to all their discussions, and there being no opposition to their propositions, they have concluded that they represent the moral and political sentiments of the whole people. They at last propose to hold a public meeting, and that is to be held at Peoria. There they intend, if possible, to scare the Democratic party into their measures—to hold the threat of defection over the Democratic party with a view of coercing it into a political declaration of hostility to the prosecution of the war for any purpose."

CITY INTELLIGENCE.

STATE OF THERMOMETER TO-DAY.—Six A. M., 68½. Noon, 82½. One P. M., 83½. Wind, E. N. E.

RETURN OF A PHILADELPHIAN.—On the six P. M. train from New York to this city yesterday we had the pleasure of meeting Mr. George Alfred Townsend, for a number of years an *attaché* of the press of this city, and who has just returned from an extended tour abroad.

Mr. Townsend commenced the life of a daily journalist as a reporter on the morning *Inquirer* in 1860. The next year he became local and dramatic editor of the *Press*, acting at the same time as the Philadelphia correspondent of the New York *World*, and writing sketches for the *Sunday Transcript*. His war poems, of which he produced a number, were widely circulated and preserved in Frank Moore's *Rebellion Record*. He finally became the *Herald's* correspondent with the Army of Virginia, witnessed the whole Peninsular campaign, and, though being dangerously ill with the typhus fever before Richmond, lived to describe the six days' retreat, and repair to the field again with General Pope.

At the battle of Cedar Mountain he lost two horses, narrowly escaped Stuart's raiders at Manassas, but carried the story of the battle to the North, though so debilitated by sickness and exposure as to be unable to follow the men further.

Two years ago Mr. T. resolved to go to England with his fresh experiences, and enlighten John Bull. For a while he made radical pro-Northern lectures in Lancashire, but received more kicks than half pence for his pains, resorted to London, and there tried the Magazines. Here his success was moderate, and for nine months was a constant contributor to the *Cornhill Magazine* and to *Chambers' Journal*, etc. corresponding all the while with America.

In June, 1863, Mr. Townsend went to the continent, visited Holland, Belgium, Germany, Switzerland, and Italy, residing much of the time in France. He had just returned when we met him, and is now editing the *Sunday Mercury*, New York city, and at the same time preparing a volume of his literary experience, to be called the "Skedaddler in Europe."

On our trip to this city last evening, Mr. Townsend recounted to us many reminiscences of Thackeray, Rossini, George Sand, and other famous people whom he met abroad.

PATRIOTIC.—The following named gentlemen have presented representative substitutes to participate in their stead during the war:—

Twelfth Ward.—John L. Shoemaker, James T. Kirkpatrick, Franklin J. Seltzer, J. T. Audenreid, Jonathan R. Seltzer, Edward Livezey, M. D., John R Livezey, Samuel Fox, Israel H. H. Tarry, David W. Dickson, Robert D. Work, William E. Littleton, Conrad S. Groves.

Thirteenth Ward.—Charles W. Lawall, George H. Flanagin, Samuel Dutcher, Alfred Seal, Samuel H. Gartley, Harding Williams, George W. Grove, Charles E. Armstrong, John N. Wilkins, George Watson.

Sixteenth Ward.—Nathan Berkenstock, James Wain Haig, Wm. I. Miller.

Eighteenth Ward.—Peter G. Rambo, Lewis Audenreid, of the Thirteenth Ward, who was not liable to draft, put in two representatives.

Colored men are received as substitutes for drafted or enrolled militiamen.

FIRES.—Three fires occurred yesterday in Frankford. The first was the destruction of a barn and some sheds, the property of John O'Brien, at Bell's corner, on the Bustleton turnpike. The flames are supposed to have been caused by children.

Another fire occurred in the building used for proving rifle-barrels, at B. H. Jenk's armory. The building was saved by means of a force-pump in the establishment, which drew sufficient water from the Delaware to extinguish the flames.

A slight fire also occurred in the cellar of John Brophy, Orthodox street, below Hedge.

STABBED.—A man named John Crawford received a dangerous stab in the abdomen on Saturday night, near Columbia and New Third streets. Hugh Doran was arrested upon the charge of inflicting the wound. Crawford and some friends were attacked by Doran and others, and during the fracas the former was stabbed. Doran was heard to exclaim, with an oath, that he had cut some one, and was accordingly taken into custody. He was committed for a further hearing, by Alderman Cloud, to await the result of Crawford's injuries, which may yet prove fatal.

WOUNDED OFFICERS.—The following wounded officers arrived in the steamer *State of Maine* on Saturday. They were sent to the Officers' Hospital:—

Capt G W Dunn, 100th N Y	Chaplain W Start, 53d Mass
1st Lt Hollister, 30th U S C T	2d Lt J D Carrier, 32d Me
Capt W E Mount, 100th N Y	1st Lt S A James, 32d Me
Capt Z W Sodeon, 10th N Y	Chaplain W Patton, 32d Me
Capt G Simons, 24th N Y Cav	2d Lt H Mason, 2d Mich S S
Capt M S S Hossey, 33d [illegible]	

The following deaths occurred during the trip to Philadelphia:—

C Davis, 26 N Y M R	T S Angelo, 109th N Y
E A Porter, 40th Pa	C H Perry, 27th Mich

OFFICERS BEATEN AND PRISONERS RESCUED.—A fight occurred at Twenty-fourth and Coates streets yesterday afternoon, when officers Speer and Widner interfered, and took into custody two of the offenders. While conveying their prisoners to the lock-up the officers were beset by a gang of rowdies, and badly beaten. The prisoners were rescued, and all the ruffians escaped. Officer Speer was badly cut about the head.

SHOOTING AFFAIR.—Between twelve and one o'clock on Saturday night a riot between a number of rowdies occurred in front of the Continental Hotel. During the excitement Harris Betson was shot in the side, receiving a very severe and dangerous wound. He was taken to the Hospital. Several of the rioters were arrested, one of whom had upon his person a heavily-loaded revolver.

CITY MORTALITY.—During the past week, 443 deaths were reported at the office of the Board of Health, of whom two were aged from 90 to 100 years. The largest number of deaths (38) occurred in the Twenty-fourth Ward, and the smallest number (6) in the Eighth Ward. Of the whole number, 57 were soldiers, 267 males, 181 females.

PRESENTATION.—On Saturday evening the Prize Fair Fire Coat won by the America Hose Company, was presented to Chief Lyle of the Fire Department. The presentation speech was made on behalf of the Company, by Mr. J. Martien. After Mr. Lyle had accepted the gift in a neat speech, the company assembled sat down to a fine collation.

WIFE BEATING.—This morning, John Eckert, residing at Frankford Road and Girard Avenue, was arrayed before Alderman Clouds upon the charge of drunkenness and cruelty to his wife. It is alleged that the accused for months back has been in the habit of maltreating his wife, and last night beat her in a most shocking manner. He was committed to prison.

SUICIDE.—This morning the Coroner was notified to hold an inquest upon the body of a man named Long, who committed suicide by taking a dose of strychnine at a house, Lingo and Carpenter streets, First Ward.

CHARGED WITH PICKING POCKETS.—Benjamin Bryan and Edward Coulson, were arrested yesterday at Engle & Wolfe's farm, upon the charge of picking pockets. They were taken before Alderman Ramsdale, and Coulson was committed for ninety days, and Byron was held for a further hearing.

MILITARY AFFAIRS.—Colonel Thomas' regiment will not leave this city until Wednesday morning. All the other regiments are filling rapidly, and before the close of the week we shall, no doubt, witness the departure of some three or four regiments.

CRUELTY TO ANIMALS.—Mule beating by the drivers of freight cars is almost of daily occurrence in Broad and Market streets. On Saturday, John Allen was arrested for this offence, and fined by Alderman Jones.

NOTICE.—The steamship *Emily B. Souder*, now lying at Cope's wharf, will be open for examination until 6 o'clock this afternoon.

LEGAL INTELLIGENCE.

COURT OF QUARTER SESSIONS—Judge Allison.—On Saturday the June term for jury trials closed with the sentences imposed upon the liquor dealers convicted on Friday. The proceedings were not concluded in time for our edition of Saturday. Suffice it to say that some twenty of the sellers of liquor without license were on that day sentenced, according to the circumstances of each case, to pay fines ranging from $25 to $75, and to undergo imprisonments for periods ranging from forty-eight hours to four months.

There still remain upon the table of the District Attorney, a large number of indictments against delinquent liquor sellers, which, of course, that excellent officer will call up and prosecute to conviction at an early day of the approaching August term.

The Court adjourned till next Saturday week.

FINANCE AND COMMERCE.

PHILADELPHIA STOCK EXCHANGE SALES, JULY 18.
Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

BEFORE BOARDS.	
100 sh Union Pet Oil.. 2¾	100 sh Reading R....c 65½
1050 sh Dalzell Oil.... 6	100 sh do.......... 65¾
500 sh do.......... 6	100 sh do.....s5wn 65⅝
150 sh Excelsior Oil.. 1½	100 sh do.........b4 65¾
FIRST BOARD.	
$2000 U. S. 6s, '81.....103	$7000 City 6s, new.....101½
$12000 do.............104	$2000 Sch. Nav. 6s '82.. 93
$600 do.............105	200 sh Fulton Coal.... 9¼
$2500 do............104¾	10 sh Morris Cnl.... 92½
$1000 Allegh. Co 5s.... 81½	38 sh Reading R. R. 66
$5000 U. S. 5-20s.......104¾	150 sh do.......... 66
$13000 do.............104¼	200 sh do....b5&int 66
$3000 do.........reg..104	300 sh do.......... 66
$3000 Phil. & Erie 6s....113	61 sh Penna R. R.... 73
$2000 C. & A mg 6s......116½	200 sh McClintock.... 4¾
SECOND BOARD.	
$4000 Allegh co 5s...... 81½	$1000 Pa. R. 2d m bs....121
$2000 Sch. Nav. 6s, '82.. 93	$5000 LehighVal bs ..s5.121
$4000 do.............2d. 93½	$1000 Read 6ds '43-'80..119
$5000 U. S. 5-20s reg....104	$500 Phil & Sun 7s......112
$500 do...............104¾	50 sh Maple Sh......... 11
$1000 U S 6s, 81 reg.....103½	15 sh Morris Can....... 93
$5000 Penna 5s.....c&p 101	100 sh Little Sch...... 46½
$1000 C & A R 6s, 75.... 101	300 sh Reading R. R.... 65¾
$27000 Cam. & A bs......116¾	200 sh do......b5&int 66

H. S. LEECH, Stock Commission Broker, No. 7 Farquhar Buildings, Walnut street, below Third.

PRICES OF STOCKS IN NEW YORK.
Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

	First Call.	Second Call.
United States 6s, 1881, int off	102¾ bid	102¼ sales
Rock Island Railroad	.. bid	108¾ sales
Reading Railroad	65¾ bid	65⅝ sales
Illinois Central Railroad	.. bid	124 sales
Galena Railroad	.. bid	56¼ sales
New York Central Railroad	132 bid	132 sales
Erie Railroad	113¼ bid	113¼ sales
Harlem Railroad	.. bid	.. sales
Gold	256 bid	.. sales
United States 5-20s	104¼ bid	104¼ sales
Market	Steady.	Steady.

DE HAVEN & BRO. No. 20 S. Third street, quote as follows:—

	Buying.	Selling.
American Gold	254 prem.	256 prem.
United States Demand Notes	254 do	256 do
American Silver ½'s and ¼'s	234 do	.. do
Dimes and Half Dimes	230 do	.. do
Spanish Quarters	225 do	.. do
Pennsylvania Currency	½ dis.	¼ dis.
New York Exchange	1-10 do	Par.

JAY COOKE & Co. quote Government Securities, &c., to noon to-day, as follows:—

	Buying.	Selling.
U. S. 6s, 1881	103	104
U. S. 7 3-10 Notes	104	106
Certificates of Indebtedness, New	94	95
Quartermaster's Vouchers	91	92
Gold	255	260
5-20 Bonds	104	105

10-40 Coupon Bonds ready for delivery to June 27 inclusive.

Quotations of Gold at the Philadelphia Gold Exchange No. 24 S. Third street, second story:—

9¾ A. M.	257	12 M.	254½
11 A. M.	254	1 P. M.	254½

Market Steady.

PHILADELPHIA TRADE REPORT.

MONDAY, July 18.—Breadstuffs move slowly at the decline noted at the close of last week, but supplies come forward slowly. There is very little shipping demand for Flour, and the sales are in a small way at $9@9·50 for superfine, $9·75@10·25 for extra, $10·75@11·50 for extra fancy, and fancy lots at higher prices. In Rye Flour and Corn Meal there is nothing doing to fix quotations. The market is nearly bare of both.

The demand for Wheat is limited, at Saturday's figures. Sales of 20,000 bush. red at 48@53c. ♏ bush; in white nothing doing. The receipts of Rye were trifling, and it commands $1·70. Corn is dull, and has declined 2@3c. ♏ bush. Sales of 2000 bush. yellow at $1·67@1·68, and small lots of white at $1·65. Oats are dull at 90@92c.

In Provisions nothing doing, and prices are nominal. Tallow has declined; a sale of city-rendered at 17c. cash.

Whisky is unsettled, and nominally held at $1·70@1·75, without finding buyers.

LATEST MARINE INTELLIGENCE.

CLEARED THIS MORNING.

Schr A. S. Cannon, Haley, Boston, Captain.
Schr Sarah, Benson, New Bedford, Blakiston, Graeff & Co.
Schr Casper Heft, Stot, Fortress Monroe, Tyler & Co.
Schr R. Blackman, Gandy, Boston, Captain.
Schr C. Godwin, Laird, New Haven, Captain.
Schr Ceres, Timmins, Providence, Captain.
Schr Caroline Holmes, Cramer, Providence, Captain.
Schr William Wallace, Hickman, Boston, Captain.

ARRIVED THIS MORNING.

Schr Saratoga, Pinckham, 5 days from Beverly, Mass., in ballast to captain. On the 14th inst., Cape May bearing N. N. E., distant 25 miles, spoke the British brig Alma, of and from Nassau, N. P., bound to New York, and supplied her with provisions—wind at the time S. N. E.
Schr Pocahontas, Berry, 4 days from Boston, with mdse to Twells & Co.
Schr Sophia Ann, Smith, from Roxbury, in ballast to captain.
Schr Revenue, Gandy, from Roxbury, in ballast to captain.
Schr John Compton, Smith, from Fall River, in ballast to captain.
Schr A. Pharo, Lippincott, from Boston, in ballast to captain.
Schr C. Goodwin, Laird, from Norwich, in ballast to captain.
Schr P. A. Saunders, Somers, from Boston, in ballast to captain.
Schr Caroline Holmes, Cramer, from Lynn, in ballast to captain.
Schr L. & R. Smith, Smith, from Providence, in ballast to captain.
Schr John Farnum, Kelly, 5 days from Boston, with ice to Crowell & Collins.
Schr Ann S. Cannon, Haley, 6 days from Boston, in ballast to captain.
Schr Mary Clark, Disney, 5 days from Newburyport, in ballast to George B. Kerfoot.
Schr Star, Crowell, 6 days from Boston, with mdse to Crowell & Collins.
Schr Sarah Elizabeth, Kelly, 5 days from Boston, with mdse to Crowell & Collins.
Schr Frank Herbert, Crowell, 5 days from Boston, with ice to Crowell & Collins.
Schr Clara, Crowell, 5 days from Boston, with ice to Crowell & Collins.
Schr M. A. Rich, Harding, 5 days from Boston, with mdse to Twells & Co.
Schr Eloise, Thacher, 6 days from Boston, with mdse to Crowell & Collins.
Schr Isaac Morse, Bradford, 6 days from Boston, in ballast to E. A. Souder & Co.
Schr W. P. Phillips, Smith, 5 days from Boston, in ballast to captain.
Schr Mary Elizabeth, Cordery, 5 days from Warren, in ballast to captain.
Schr L. & M. Reed, Reed, 6 days from Boston, with ice to captain.
Schr White Squall, Adams, 8 days from Portland, in ballast to Day & Huddell.
Schr E. A. Conant, Norton, 10 days from Boston, with mdse to Crowell & Collins.
Schr John Wesley, Higgins, 5 days from Wellfleet, with mdse to Crowell & Collins.

IMPORTATIONS.

Reported for The Evening Telegraph.

TRINIDAD DE CUBA—Brig Circassian, Harriman—369 hhds 19 tcs sugar 100,000 cigars S & W Welsh.

Official Drawings of the Shelby College Lottery of Kentucky.
CLASS 338—July 18, 1864.
77, 59, 20, 70, 12, 37, 44, 3, 48, 60, 30, 11.
EXTRA CLASS 339—July 18, 1864.
53, 26, 20, 14, 5, 54, 55, 73, 75, 68, 12, 27, 36, 67.
Circulars sent by addressing
[illegible] & Co., Covington, Ky.

Evening Telegraph

A DAILY AFTERNOON NEWSPAPER.

OFFICE No. 108 S. THIRD STREET.

Price Two Cents Per Copy, or Twelve Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the City at Six Dollars Per Annum; One Dollar For Two Months, invariably in advance for the period ordered.

Advertisements inserted at the usual rates. A liberal arrangement made for extended insertions.

To Correspondents.

No notice can be taken of Anonymous Communications. Whatever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guarantee for his good faith. We cannot undertake to return rejected Communications.

To Advertisers.

Owing to the great increase in the Circulation of The Evening Telegraph, compelling us to go to press at an early hour, we urgently request that advertisements may be handed in as soon as 10 o'clock, if possible, to secure them an insertion in all of our editions.

MONDAY, JULY 18, 1864.

THE GREAT CONFLICT.

Within the next five days we expect to chronicle some of the most important events of the war; important because of their vast influence over the result of the great current conflict. We need not inform our readers that General GRANT has been employing the past month most advantageously. He has performed wondrous works in that period, and solved some problems in the practice of warfare which will give him an exalted niche in the temple of fame. It is a source of gratification (but half felt as yet) to the American people, to know that the recent invasion of Maryland by the Rebels has not disturbed his operations on the south bank of the James river. Unobserved by all but the enemy, he has been constantly progressing in a plan which, in its consummation, will give us that victory which we all so heartily desire and expect.

There are those among our military critics who can see nothing in General GRANT'S operations to give us any hope of substantial success. Indeed, a morning contemporary, whose acuteness and taste for topography spreads out a column on the "situation" each day, would have us believe that GRANT'S entire army of over two hundred thousand men is before Petersburg to no purpose, and without any adequate end in view—that it owes its transportation there to the imbecility of an administration which can do nothing right because it is not "Democratic."

That standard military maxim, "lose no opportunity to hold or destroy your enemy's communications with his bases of supply," General GRANT has adopted and faithfully followed. Yet the advice of "Jomini" cannot avail here, because GRANT has taken it, and, we maintain, improved upon it. For such an isolation as he has effected between his enemy and his points of supply has never been known before in the history of war. The enemy, struggling under the inconveniences of the situation, has been forced to gather together a small force and invade the State of Maryland, partly as a diversion, but mainly to obtain a little food and some "buncombe" for the encouragement of his people and soldiers. So weak is this enemy in reality (although his Copperhead friends are continually calling him all-powerful), that he is forced to remain reticent while he is being throttled by a foe whose force and capacity he certainly has reason to respect. Not a respectable sortie is made by the Rebels to relieve their army or raise the siege of their cities. If, unnaturally and salamander-like, the Rebels expect to remain forever secure in their present position, they will perform a feat which will be not only novel, but astounding to those who have made the art of war their study.

They cannot hope to wear out General GRANT'S army, for it will always be large, fresh, and well fed. Its *morale* is good, although this fact, after its varied experience, may astonish the world. We know that General LEE is sorely pressed; he has tried many plans for military success, some have carried and some have miscarried. He is now left without an expedient. His brilliancy is waning. He must either come out and fight to destruction, or remain in his works and endeavor to keep at bay a tremendous army of freemen, under a most energetic, persevering, and hitherto successful leader.

This experiment is about to be tried. In a few hours a series of movements in assault and by flank will be commenced and persevered in to the end. These in their development will show the wisdom and genius of the general who has determined to execute them. We, who know something of them, believe they will give us victory, but we only believe so because they have been adopted in accordance with the very best scientific teachings, and because common sense (which has all to do with war) shows them to be rational, proper, and correct.

MEXICAN AFFAIRS.

The conquest of Mexico is not what NAPOLEON would call *un fait accompli*. That country, at this moment, presents the curious spectacle of a nation whose territories have been taken possession of, and over whom political rule has been assumed by a foreign archduke, while the invaders have not yet overcome, either by force or conciliation, the people they propose to dominate and govern. The French forces have met with certain successes in their engagements with the Mexicans, and a particular faction of the native population, with whom religion is more potential than any political or purely patriotic considerations, have joined the French, and co-operated with them in the installation of MAXIMILIAN as the Emperor of Mexico. But in spite of these facts, and the recent formal occupation by the Austrian Duke of his new Empire, Mexico is not yet conquered, and unless we very much miscalculate the possibilities of the future, there may be some serious doubt whether it will be by the present conspirators against its liberty and independence.

It is no easy matter to destroy a nation against its consent. A people, however few in numbers and feeble in resources, but who are proud of their national integrity and heroic enough to defend it, are often able to resist successfully the most formidable effort to subjugate them, and this is particularly true where, as in the case we are discussing, the Power attempting the work of subjugation acts from a base of operations as distant as an opposite continent, and must draw all or the best part of its supplies of troops, army munitions, and the like, from so remote a point. This is the condition in which MAXIMILIAN finds himself now. He has entered Mexico on the heels of the French army, and pretends to assume the Government of the country at the invitation and by the authority of the people. The pretension is so totally without foundation in truth, that it is positively farcical and is laughed at by the Mexicans themselves, who really see through the flimsy fraud with which it is designed to cheat and wheedle a simple population out of their freedom and country.

MAXIMILIAN, since his inauguration, has been very industriously employed in efforts to render the people submissive to his usurpation, and his principal action in this direction has consisted in seeking conferences with the leading public men in Mexico, and so operating on their cupidity and ambition as to seduce them from their allegiance to their country, and fidelity to their own honor, and convert them into his subservient partizans. He recently invited General JUAREZ, President of the Mexican Republic, and now commanding the patriotic army, to meet him with a view to compose satisfactorily to both the pending political difference. But a letter from JUAREZ, in reply to that request, is not only highly creditable to its author, both on account of its dignified tone and decided sentiments, but it settles very conclusively the fact, that a powerful Mexican party, led by JUAREZ, intend to resist, to the bitter end, the establishment of MAXIMILIAN'S usurped rule.

JUAREZ tells him, substantially, that he is but a titled robber; that his pretence of coming to Mexico to assume imperial control of it at the request of the Mexican people is a ridiculous falsehood; that as MAXIMILIAN is only the agent or puppet of LOUIS NAPOLEON, who is notoriously corrupt, unscrupulous, and dishonest, any promises or engagements he can or may make to the Mexican people cannot safely be trusted; that his dispensation of places of honor and emolument might, and no doubt would, induce a number of high and influential men to desert and betray their country, but the liberal portion of the people never could or would be overcome; and finally, he declined the proposed interview for the reason that he was then too busily engaged, as President of the Mexican Confederation, and commander-in-chief of its armies, in defending the national independence and integrity of Mexico, to consult with the audacious adventurer who had dared to invade its soil under cover of a foreign army, and with the design of destroying the sovereignty of the Mexican people. This spirit promises much trouble to the Franco-Austrian cabal in Mexico, and MAXIMILIAN may prepare himself for a long "spell" of rough weather.

THE UNLICENSED LIQUOR TRADE.

A few weeks ago we made repeated mention of the fact that the State liquor law was extensively violated in this city and county. We believed then that the evasion of the act was attributable to the neglect of the officers who were charged with the duty of seeing the law enforced, and we, therefore, called on the Constables of the various Wards to require every person retailing liquor to show his license, and in all cases where it was not produced, to arrest the parties and have them subjected to the pains and penalties denounced by the law against those selling intoxicating drink without a license.

We must confess that when we first undertook to effect this much-needed reform, the prospect was that no other local newspaper would aid in the work, and that our solitary, though earnest, effort would prove ineffectual. But we have thus far at least been agreeably disappointed in the fears we entertained of a failure to accomplish some correction of a gross abuse, and we must here and now duly make acknowledgment of the newly-awakened zeal and activity of the Ward Constables in the discharge of their duty in suppressing the unlicensed liquor trade, and also the cordial spirit with which the grand inquest for the county and the judges of the Quarter Sessions co-operated in the good cause, and, together with District Attorney MANN, efficiently seconded the vigilant action of the constabulary.

The Grand Jury recently found true bills against upwards of three hundred liquor dealers, who were charged with prosecuting their business without a license. On Friday last a number of the accused parties were tried in the criminal court, and all, but one were convicted and promptly sentenced to fine and imprisonment. A number of the alleged offenders pleaded guilty, preferring, by that course, to throw themselves on the mercy of the court, rather than make a desperate defense against overwhelming proof of guilt, and in those cases the Bench marked the frankness of the culprits by extending to them a considerate clemency. In some instances the defendants made no claim of having ever procured a license, while others were carrying on their business under licenses which had expired and not been punctually renewed. These two special classes of cases show, most signally and conclusively, that the disposition to elude the requirements of the statute is very common, and that it never could have been indulged to any considerable extent if the officials, whose business it is to see the law strictly executed, had faithfully exercised their authority in the premises.

The action already taken, however, and to which we refer with sincere gratification, is a beginning in the right direction, and encourages the hope that it will lead to even more important results of the same character hereafter. It will not do, of course, to become content with any partial rectification of a grave civil and social evil, when it is clearly practicable to clear it out completely, root and branch. Nor must the officers who have recently done so well in this matter of the unlicensed liquor traffic expect to lull the vigilance of the community to sleep, simply because they have lately discovered a few hundred violators of the Liquor law, and brought them to justice. The work should not be suspended until it is finished up thoroughly, and not an offender is left to be exposed and prosecuted. And here we deem it proper to express our cordial commendation of a suggestion made last week by Judge ALLISON. In calling attention to the fact that the act of Assembly requires the license to be displayed in a conspicuous place or manner in the bar-room of the dealer, the Judge very wisely and opportunely remarked, that this was the only guide a constable could have, and that if every tavern-keeper did not so exhibit his license he must not complain if he is indicted for selling without a license.

Joint Stock Companies in England.

The London *Times* publishes a list of 171 new joint stock companies organized in England during the first half of the present year, representing a total capital of £116,203,500. A large proportion of them invited subscriptions in the first instance, for only half their nominal capital. Allowing for this circumstance, and also for the great number that have failed to establish themselves, or have obtained only partial subscriptions, the actual amount of shares taken would not represent more than £50,000,000. Of the total, £116,000,000 of proposed capital, about 53 per cent. was for banks and finance companies, 14 per cent. for the conversion of various industrial establishments already in existence into joint-stock associations, 12 per cent. for steam and other shipping enterprises, 6 per cent. for insurance companies, 5 per cent. for railways, 5 per cent. for estate investments, and about 1 or 2 per cent. for hotels. Last year, although the total capital proposed for companies seemed enormous, it did not amount to more than £100,000,000, while the progress of concoction this year has been at the rate of £232,000,000 for the twelve months.

OUR BALTIMORE LETTER.

STRIKING CONTRAST—AMOUNT OF DAMAGE BY THE REBEL INVASION—REFUGEES RETURNING—HOW FARMERS SUFFERED—GENERAL ORD RELIEVED AND GONE TO JOIN GENERAL GRANT—GENERAL WALLACE CONTINUES IN COMMAND HERE AS BEFORE—RAILROAD AFFAIRS—MORE STRICT SURVEILLANCE ON TRAITORS—THE UNION LEAGUES, ETC.

Special Correspondence of The Evening Telegraph.

BALTIMORE, July 17.

The contrast between this day and last Sunday, regarding the state of affairs in and around our city, is peculiarly striking. Then we were all under an extraordinary pressure of excitement. The whole city was in commotion. Alarm bells were ringing; citizens were marching to and fro, rushing to arms; affrighted women (and some men) scarcely knew where to go, or what to do. Rumor was thousand-tongued. We had it that the Rebel hosts would be upon us in a few hours. Harry Gilmore was the watch-cry among Secessionists.

They looked secretly delighted and conscious of speedy deliverance from what they termed Yankee thraldom. Each traitorous countenance seemed to say:—"Wait awhile and we will assert our rights." There was untold jubilancy in their hearts, but fear for the time being had its wise restraint. We were really in a somewhat precarious condition. The insurgents were only a few miles off. They had cut telegraph wires and destroyed railway communication. It looked bleak and dark, but all is now over, and to-day we breathe freely. The horse-stealers, marauders, and Rebel thieves have gone back again and left us.

Now it is quiet as a summer's morning—not even the slightest idea of fear disturbs, for the time being, any one. How long we will be permitted to enjoy this quietude and freedom from apprehension I cannot say. It may be a briefer period than we either hope for or expect. All indications are that we need not be surprised at another more formidable raid or invasion, should we relapse, as is likely to be the case, into inexcusable supineness, such as eclipsed us prior to the recent scare.

It is to be regretted Governor Bradford countermanded his militia order. It was just beginning to work well, and to demonstrate there was a power able to command and enforce obedience, but unfortunately we are relapsing again into criminal carelessness.

From the best estimates now at hand it is believed the entire loss by plunder, destruction of property, &c., consequent upon the recent Rebel raid, will not fall short of five millions of dollars, probably more. Not less than five thousand horses were stolen, besides thousands of cattle, hogs, sheep, &c. The lesson is a severe and a costly one. The farmers suffer immeasurably. Many of them have lost their entire crops; others were prevented harvesting theirs in due season; and there are now hundreds who can do nothing towards securing their grain for want of horses to haul it in, or thrash it out. Most of the refugees who escaped hither for safety have returned home. Others are coming back to replenish their depleted stores.

General Ord has been relieved from his temporary command of the military of this Department, and goes to-day to join General Grant. Matters resolve back again just as they were under General Wallace, prior to the temporary change. It is fair to say General Wallace did well under the circumstances, and by fighting so tenaciously at the Monocacy badly punished and delayed the enemy from attacking, as he intended, Washington and Baltimore in their weakness. During that day's fight, fortunately twenty thousand veteran troops arrived to the defense of Washington, not only rendering it safe, but repelling the invaders. Colonel Wooly, our Provost Marshal, worked like a Trojan, and performed admirable service. So, indeed, did Colonel Lawrence, Major Binney, Colonel Crane, Major Este, and the entire staff. Their days and nights were sleepless and most fatiguing.

I learn that repairs are rapidly progressing on the Northern Central, and Baltimore and Ohio Railroads. The former will be ready to run through again on Tuesday or Wednesday, the latter in eight or ten days. The trains now run regularly to Philadelphia and Washington. Restrictions of the pass system have been taken off—neither men nor horses are subject to impressment. All goes on bravely and well.

It is the determination of the authorities here to deal more rigidly than ever with secessionists and enemies of the Government. They are to be taught that toleration will no longer be permitted to treason and traitors in any form. Persons who applaud Harry Gilmore or any other Rebel bandit will be dealt with as giving aid and comfort to the Rebellion. Such characters are being picked up hourly. They must show their hands so as to mark them for future exigencies.

Our Union Leagues and Union citizens turned out nobly in defense of their city and country during the recent invasion. Some of them are still under arms. The Germans especially exhibited an unmistakable patriotism.

We have very little real news to-day, but it is quite warm. There are hopes of hearing good accounts from Sheridan and Hunter.

IMPORTANT DOCUMENTS.

The Rebel Expectations of Getting into Washington.

The letters subjoined were written by a Rebel officer, an ex-Washingtonian, well known in that city, while the Rebel army of invasion was in front of the city. If any evidence is wanting that it was fully the intention of the Rebels to make the attempt to take Washington, and that they were at one time confident of success in that attempt, such evidence is supplied in these letters. The writer is a young man of fine promise, who, misled by bad counsels, left with other Washingtonians to join the traitorous gang at Richmond, and he returned to strike a parricidal hand at the city of his birth.

HEADQUARTERS CO. F, 23d REGIMENT CAVALRY, SILVER SPRINGS, four miles from Washington, July 12.—My Darling Mother:—It seems hard that here I am within sight of my home and cannot get there. I can hardly realize that I am here; it seems like a pleasant dream to be in such a familiar place. I certainly expected to have been in Washington last night, but fate decreed otherwise, and for fear that I will not get there I will write. I am well—have not been hurt, and have been fighting almost every day. My horse has been shot from under me, but I have not been touched.

I wonder how you all look. I would give worlds to see you all again, and I know you all want to see me, but I suppose we will have to wait till a kind Providence grants our prayer. I fixed up nicely to come to W., and if we do not get there it will be a sore disappointment to me; but, however, as a good soldier, I will have to trust in the sagacity of our general and valor of our boys. We have been skirmishing here all the morning, but no general engagement has taken place; when it does come off I will fight hard to come home.

All the W— boys are well. Tell Bettie and the girls to write to me whenever they can.

Give the enclosed to Billy Bayly. Love to all. Affectionately,

WAT DREW,

Captain Company F, 23d Regiment Virginia Cavalry, Imboden's N. W. Virginia Brigade.

SILVER SPRING, NEAR TOLL GATE, July 12, 1864.—My Dear Will:—I expected to have seen you last night, but, as you see, we were doomed to disappointment. For fear that I should not succeed in seeing you, I will write. We crossed the river about a week ago, and were received by the people in this section of the State much better than I anticipated, and I assure you I had a most glorious time. You cannot imagine how I would love to see you, and have a real good old talk. I only pray that we may meet soon.

I have been very lucky; been fighting almost every day now for seven or eight weeks, and have never received a scratch. My horse was shot from under me at Salem, whilst Harry Gilmore and myself were charging a whole Yankee cavalry. I have had a fine company, and my muster rolls show a fine record; out of 75 men who were on my rolls, I have now but 25 for duty; the rest are either killed, wounded, or prisoners. At the battle of New Market my company suffered more than any in the State, having lost two killed and seven badly wounded.

Tom Darne, Ed Jones, and Jack Everett are with me here, and all ask to be remembered. Remember me to Charley, your mother, George, your wife, and all friends. Say to the folks at home that I am all right, and hope that my usual good fortune will attend me. [illegible] sends love to you and all.

Very affectionately, your friend,

WAT DREW, Captain Co. F,

23d Regiment Va. Cavalry, Imboden's Brigade.

W. B. C. Bayly.

Married.

McGEE—RODGERS.—On the 4th inst., by Rev. Father O'Connor, of St. Theresa's Church, Mr. JAMES J. McGEE to Miss ELLEN E. RODGERS, all of this city.

SERVER—HAINES.—On the 14th inst., at the residence of the bride's parents, by the Rev. A. Cathcart, Mr. OLIVER B. SERVER to Miss LOUISA D. HAINES, all of this city. No cards.

STOKES—KING.—On the 9th of June, at Nashville, Tenn., by the Rev. Wm. Bruce, D. D., JOS. F. STOKES, Esq., of this city, to ELLIE, only daughter of Dr. King, of New York city.

Died.

EYRE.—On the 15th inst., Mr. FRANKLIN EYRE, aged 57 years.

His relatives and friends are respectfully invited to attend his funeral, from his late residence, Richmond street, above Hanover, Eighteenth Ward, on Tuesday afternoon, at 2 o'clock. To proceed to Laurel Hill Cemetery.

HUFFELD.—On Friday evening, 15th inst., CHARLES F. HUFFELD, in the 78th year of his age.

The male friends of the family are respectfully requested to attend his funeral, from his late residence, No. 925 Filbert street, on Tuesday morning at 9 o'clock, without further notice.

HUGHES.—On the 17th inst., CATHARINE ZANE, youngest daughter of Owen and the late Catharine Hughes, aged 20 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her brother-in-law, Mr. James Brown, Pierce street, east of Passyunk road, below Twelfth, on Wednesday morning at 8½ o'clock. Service at the Church of the Annunciation. Interment at St. Mary's Cemetery.

RINEHAMER.—On the 18th inst., JAMES B. RINEHAMER, in the 42d year of his age.

The relatives and friends, and also the Harmony Lodge, No. 16, I. O. of O. F., also the Perseverance Beneficial Association, are respectfully invited to attend his funeral, from his late residence, No. 263 N. Fourth street, on Wednesday afternoon at 3 o'clock. To proceed to Odd Fellows' Cemetery.

I. E. WALRAVEN,
SUCCESSOR TO W. H. CARRYL,
MASONIC HALL,
No. 719 CHESNUT Street.
WINDOW SHADES,
CURTAINS,
AND
MOSQUITO NETTINGS.

BUSINESS ITEMS.

Raspberry Catawba Sparkling
WINE;
A MOST DELICIOUS DRINK,
TRY IT,
for sale by
DAVIS & RICHARDS,
ARCH AND TENTH STREETS.

A BOLD ATTEMPT
AT
ROBBERY.

LILLIE'S
CHILLED IRON SAFE
SERIOUSLY ATTACKED.

THE PUPILS OF DAVID EVANS,
OF THE FIRM OF
EVANS & WATSON,
ALREADY AT WORK.

HIS SCIENCE PRACTICALLY TESTED.

The Result a Complete and Total Failure.

THE BURGLARS BADLY FOOLED.

DAVID EVANS says, it is a very simple matter to drill a hole through 1½ to 2 inches thoroughly chilled iron; pick up the combination of the lock, and open Lillie's Safe; and to illustrate his system, has found, accidentally, a semi-chilled imperfect safe; procured a very perfect drilling apparatus, with drills the most approved, and, I am told, gives daily public lessons in the art of drilling; also, that he succeeds, by a very heavy pressure, and the use of three or four drills, to grind a hole through this semi-chilled safe in from thirty to sixty minutes, and says to his pupils that any of Lillie's Safes can be drilled the same way.

It would seem that some of his more advanced students having found a most favorable opportunity to test this new philosophy, have already taken the necessary steps to practically and professionally experiment upon this new and wonderful science: I say wonderful, because, if successful, it was to open at once the most important safes and vaults of the country to the whole burglar profession. The result of these experiments will be shown by the following statements, which appear in the "Press," July 14, also other city papers.

LILLIE'S CHILLED IRON SAFE—A BOLD BUT UNSUCCESSFUL ATTEMPT AT ROBBERY.—The "West Philadelphia Savings Fund" has one of Lillie's No. 2 Bank Safes, purchased of M. C. Sadler, Agent, in this city, some eighteen months since. The safe was left in the office, on Market street, above Broad, on Saturday afternoon, all right.

On Sunday, at twelve P. M., the policeman tried the front door of the office, and found it unlocked. On examining the office he found the burglars had been at work at the safe, but had left with their apparatus. There was a mortise made in the floor in front of the safe for the support of the drill, and a number of holes farther back for an apparatus to create a pressure, and everything done apparently to make the drilling perfect.

A hole was found drilled, or ground, about half an inch into the door, over the lock, in the manner so publicly described in sundry newspaper advertisements, and it would seem this was as far as they could go, as the iron became harder. Next the lock centre was thoroughly tried, but could not be driven in. Next the latch-knobs were taken off, and the knob-spindles were thoroughly tried, and they could not be driven in. A sledge was tried, and that had no effect. A pry was placed behind the door-hinges to pry off the door. This did not succeed; and after all these experiments, the burglars evidently came to the conclusion they could not in any way penetrate the safe, and left in despair voluntarily; not having been disturbed in the least, and having still plenty of time to work. The appearances would clearly indicate that the burglars were at work during Saturday night, most of Sunday, and Sunday evening.

THIRD NATIONAL BANK, Philadelphia, July 14, 1864.—I do hereby certify that the statement in the "Press" of the 14th inst., in reference to Lillie's safe at the West Philadelphia Trust Company, is a correct and true statement.
DAVID B. PAUL, President.

The following points are particularly noticeable in the above statements:—

First. The great length of time of the operation.

Second. The fact that the operators left voluntarily, and deliberately taking away their whole apparatus, having a much longer time to work.

Third. The fact that they evidently had the most approved facilities for drilling, or they could not have ground one half inch into sound, hard, chilled iron.

Fourth. The fact that as they got well in towards the wrought iron bars which are the chillers, the iron became so hard they could not even grind any further.

Fifth. The bull-dog courage which the operators manifested to try all other experiments after they had failed and been completely foiled in the great experiment, which was to practically demonstrate to the whole burglar profession the feasibility of David Evans' new science in the art of drilling solid chilled iron 1½ to 2 inches thick.

Sixthly. That notwithstanding the fight was with an army of veterans, fully armed and equipped with the most approved weapons, the Safe, single-handed, unaided, and alone, in a fair stand-up fight, defeated the enemy, forced him to retire from the field, and came out conqueror with scarcely a scar, save one small bullet hole in the outer surface.

So much for David Evans' science. All who need a strictly Burglar Proof Safe will do well, to take a note of the above facts.

A WORD TO THE BURGLAR.

I wish to make a few suggestions to gentlemen of the profession, and more especially to those having any faith in David Evans' philosophy.

As iron-workers you must be aware that one and a half to two inches thickness, thoroughly chilled iron, cannot be successfully drilled in any way practical for the burglar, and that your only hope of success must be in finding the iron not thoroughly chilled. The test here introduced shows conclusively that the iron is thoroughly chilled. A test just made by one of the best iron workers of Philadelphia on one of Lillie's Safes, just delivered to the Bank of the Northern Liberties, proves the same thing; and any number of others might be added. You may be assured that Lillie's Safes are usually drill-proof, although among the mercantile Safes it may be possible that a Safe may be found not so hard as it should be.

As to David Evans' statement, that he can drill any of Lillie's Safes, it must be taken with some grains of allowance. He is a Safe maker, and is interested to make this statement. He finds you are opening Evans & Watson's Safes so easily, and so often, that it is very desirable to attract your attention in another direction; and so far as he can get your aid to discredit Lillie's Safe so far, his interest is promoted, for if he can convince anybody that Lillie's Safe is not burglar-proof, he may induce the party to have his Safe as a fire proof. "A word to the wise is sufficient."

Now as iron-workers you must fully understand the difference between penetrating 1½ to 2 inches of chilled iron, and 1-16th to ⅛ inch of sheet iron, and although the prize might be greater in case of success in the former, the increased risk, and the probable failure, might more than counterbalance. It is a common and truthful saying, that a "nimble sixpence is better than a slow shilling;" a small but sure prize may be much better than a very slow and uncertain one, though larger.

A word to David Evans, of the firm of Evans & Watson:—

The above test having been made evidently by your most advanced students, under the most favorable circumstances for them, and made professionally, and so thoroughly, and the result so satisfactory, that we deem this test quite sufficient for the present: therefore will not trouble you to test the Safe on Monday, the 18th inst., as previously announced; but so soon as any act of yours or any of your misrepresentations may seem to require it, we shall expect you to be ready to make a further test, that both the burglar and the people may know that Lillie's Chilled Iron Safe is thoroughly drill-proof, and therefore burglar-proof.

LEWIS LILLIE & SON,
M. C. SADLER, Agent,
21 South Seventh street.

Steck & Co.'s Pianos.—
STECK & CO.'S | MASON & HAMLIN'S | PIANOS.
CABINET ORGANS.
STECK & CO.'S | PIANOS.
J. E. GOULD,
Seventh and Chesnut streets.

E. G. Whitman & Co.,
Manufacturers of New and Delicious Confections, Almond Paste, Chocolate, Caramels, Creams La Mode de Paris, exquisitely flavored.
Roasted Jordan Almonds, &c., &c.
No. 318 Chesnut street, below Fourth.

MILITARY NOTICES.

THIRD COAL REGIMENT.

THIS REGIMENT
IS
RAPIDLY FILLING UP.
ONLY TWO MORE COMPANIES CAN BE ACCEPTED.
THE REGIMENT
WILL BE THEN READY
TO TAKE THE FIELD.
Immediate Application Should be Made.
ALL RECRUITING EXPENSES PAID.
JOHN R. HASLETT,
COLONEL COMMANDING.
HEADQUARTERS,
No. 205½ WALNUT STREET.

OFFICE CITY BOUNTY COMMISSION, No. 412 PRUNE Street.—"Substitutes."—The City Bounty of two hundred and fifty dollars will be paid in cases where enrolled citizens of Philadelphia, in advance of the draft, put in three years' substitutes not liable to draft, and proper credit is given upon the quota of their districts.
If citizens not enrolled put in substitutes, the substitute is regarded as a volunteer, and on a proper evidence of his being credited is entitled to the bounty.
The opportunity is thus afforded for citizens to aid the cause, while procuring exemptions for themselves, and assisting the city to fill its quota. jy5

HEADQUARTERS PROVOST MARSHAL,
First District, Pa.
PHILADELPHIA, June 28, 1864.
The names of persons removing to or from this District will be added to or stricken from the lists of enrolment. Copies of the lists are open for public inspection, and civil officers and all citizens are invited to appear and point out errors in the lists and give such information as may aid in the correction and revision thereof. Any person enrolled may appear before the Board and claim to have his name stricken off the lists if he can show satisfactorily that he is not properly enrolled, on account of *Alienage, Non-residence, Over-age, Permanent Physical Disability*.
A compliance with the foregoing suggestions is earnestly solicited.
WM. E. LEHMAN,
Captain and Provost Marshal.
je28-tf

WANTED FOR THE UNITED STATES Marine Corps (a varied and exciting life by sea and land), three hundred able-bodied men, to perform the duties of a soldier at our Navy Yard, and aboard United States ships-of-war on foreign stations.
Better compensation than the army. A ship-of-war is a comfortable home. The Marine Corps is the best equipped Corps in the service. Prize Money in abundance.
THE LOCAL BOUNTIES PAID TO RECRUITS.
For all other information apply daily at the Recruiting Rendezvous, No. 311 S. FRONT Street, below Spruce, between the hours of nine and three o'clock.
JAMES LEWIS,
Captain and Recruiting Officer,
my5-tf No. 311 S. FRONT Street.

NEW ROUTE
TO WILKESBARRE,
VIA
NORTH PENNSYLVANIA RAILROAD.
TIME AND DISTANCE SAVED!
BY 7 A. M. EXPRESS TRAIN, FROM THE NEW DEPOT, THIRD STREET, ABOVE THOMPSON,
ARRIVING IN WILKESBARRE 2·15 P. M.
RETURNING,
Leave WILKESBARRE at 1 P. M., making close connection at Bethlehem with North Pennsylvania Express train, and arrive in Philadelphia at 8·20 P. M.
FARE $4·25.
BAGGAGE CHECKED THROUGH.
ELLIS CLARK,
jy15 AGENT.

G. W. SIMONS & BROTHER,
SANSOM STREET HALL, PHILADELPHIA,
MANUFACTURERS OF
JEWELRY,
FINE SWORDS
AND
MILITARY GOODS IN EVERY VARIETY. [ja4-tf

JAMES BARBER'S
WHOLESALE AND RETAIL
CLOCK ESTABLISHMENT,
S. E. corner SECOND and CHESNUT Streets, Phila'a.
AGENCY FOR THE PATENT
EQUALIZING THIRTY-DAY CLOCKS.
A very desirable article for Churches, Hotels, Banks, Counting-House, Parlors, &c.
Also, MANUFACTURER OF FINE GOLD PENS.
CLOCKS REPAIRED AND WARRANTED.
ja13-1y Clock Trimmings of every description.

WM. A. GRAY, N. E. CORNER OF SIXTH and MINOR Streets, buys Diamonds, Watches, Gold, Silver, and Loan Tickets.
THOSE IN WANT OF MONEY,
CALL.
All business confidential. my13-3m

RUN NO RISK!!!—
We refund the money, if desired, for every lot of Shirts which fail in any respect.
FINE SHIRTS,
CUT LENGTHWISE OF MUSLIN.
Made of New York Mills Muslin, and very fine Linen Bosoms. Only $4·75. Usual price $6·00.
Williamsville Mills Muslin, and fine Linen Bosoms, Only $4·50. Usual price $5·50.
GENTLEMEN'S FURNISHING GOODS.
SMITH & JACOBS,
my3-6m No. 1226 CHESNUT Street.

1024 CHESNUT STREET.
The attention of LADIES VISITING THE CITY, or those about LEAVING it for "Watering Places," or "the Country," is respectfully invited to the extensive stock of WHITE GOODS suitable for SUMMER WEAR, for WHITE BODIES, MORNING WRAPPERS, &c.
An extensive assortment is offered in Lace and Worked Edgings and Insertings, Veils, Handkerchiefs, Collars, Sleeves, and in plain and fancy Plaid, Striped, and Figured White Goods AT PRICES MUCH BELOW THEIR PRESENT REAL VALUE.
100 Printed Linen Cambric Dresses.
100 pieces Puffed, Tucked, and Striped Muslins.
E. M. NEEDLES.
1024 CHESNUT STREET.
1024 CHESNUT STREET. 1024 CHESNUT STREET.

628 HOOP SKIRTS. 628
Manufactory, No. 628 ARCH Street, Above Sixth street, Philadelphia.
Wholesale and Retail.
The most complete assortment of Ladies, Misses', and Children's Hoop Skirts in the city, in every respect first-class, which for style, finish, durability, and cheapness, have no equal in the market.
Skirts made to order, altered, and repaired.
fe1-1y WM. T. HOPKINS.

NEW STYLE RED ENVELOPES AT MAGEE'S.
New Style Note Paper, colored on Fourth Page.
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Red Envelopes with Paper to match.
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Manufactured and for sale at
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MAGEE'S, No. 316 CHESNUT Street.
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City and Country Storekeepers will find the largest assortment of Paper and Envelopes in the city at
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STAMP DUTIES
OF
1864,
IMPOSED BY ACT OF CONGRESS,
June 30, 1864,
ONLY OFFICIAL EDITION ISSUED.
PUBLISHED FOR THE CONVENIENCE OF
All Storekeepers Everywhere, Merchants, Bankers, Brokers, Lawyers, Conveyancers, and the Public generally.

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"OUR DAILY FARE."—THOSE PERSONS having duplicate numbers of this Paper will confer a great favor by sending them to the office, Nos. 624 and 626 CHESNUT Street.
jy15-1t GEORGE W. CHILDS.

15 CTS!—LADY'S FRIEND for AUGUST!
PITCHER'S,
jy15-3t No. 808 CHESNUT Street.

NEPTUNE HOUSE,
ATLANTIC CITY.
JOHN SMICK,
PROPRIETOR.
This favorite house, which is most delightfully situated, near the beach, has been newly repapered, repainted, and thoroughly regenerated, and is now open for the reception of guests, offering the comforts of a home, combined with all the luxuries of the season.
Terms moderate. jy8-1m

CONGRESS HALL, ATLANTIC CITY.—I would respectfully inform my friends and the public, that I have again taken Congress Hall, this being the third year, and have made every preparation for the coming season, the house being enlarged, remodelled, new furniture, the chambers with spring beds, &c., &c., and will accommodate four hundred guests. You will find no better place than Congress Hall. It is the nearest to the ocean of any of the large houses of Atlantic City, being but one hundred yards from the beach, thus presenting itself an advantage to the guests. There cannot be any better bathing than at Atlantic this summer. The sand bar that was such a great drawback last season has all been swept away by the high tides of last winter, forming itself the best bathing surf on the Atlantic sea-board.
There is an excellent Band of Music engaged.
Attached is a splendid Billiard Room.
je13-tf G. W. HINKLE.

INLET HOUSE,
ATLANTIC CITY,
NEW JERSEY.
GEO. D. GLENN, Proprietor.
(Long and favorably known as proprietor of OYSTER BAY, SIXTH and CHESNUT Streets.)
Parties accommodated with Boats, Fishing Lines, &c., &c.
Cars run to the house every twenty minutes. je9-tf

UNITED STATES HOTEL,
ATLANTIC CITY, NEW JERSEY.
This celebrated Hotel is now open for the reception of guests, and is under the supervision of Colonel James W. Powers, with Mr. Edward Hartwell as Assistant.
Practical and experienced persons have been employed for each department, and every exertion will be made to conduct the same to the entire satisfaction of the public.
After July 1, four trains will leave Vine Street Ferry, daily; the Fast Line through in two hours, without stopping at the way stations.
A passenger car will be run from the Hotel to the Inlet every twenty minutes.
Hassler's Band, under the direction of Mr. Simon Hassler, has been engaged for the season.
Persons wishing to engage rooms will address
BROWN & WOELPPER,
Proprietors,
Atlantic City, New Jersey.
N. B.—The Sand Bar which last year formed opposite the shore has entirely disappeared, leaving the beach one of the best and safest on the coast. je25-1m

EXCHANGE HOTEL, ATLANTIC CITY.—The subscriber, grateful for past favors, tenders thanks to his patrons and the public for the generous custom given him, and begs leave to say that he is now open for the season, and ready to receive boarders, permanent and transient, on the most moderate terms. The bar will always be supplied with the choicest wines, liquors, and cigars, and superior old ale. The tables will be set with the best the market affords.
Fishing lines and tackle always on hand.
Stable room on the premises.
All the comforts of a home can always be found at the Exchange. GEORGE HAYDAY,
je9-tf Proprietor.

COLUMBIA HOUSE,
ATLANTIC CITY,
NEW JERSEY,
SITUATE ON KENTUCKY AVENUE,
OPPOSITE THE SURF HOUSE.
EDWARD DOYLE, Proprietor.
Terms to suit the times. je9-tf

THE ALHAMBRA, ATLANTIC CITY, N. J., is now open for visitors. The rooms and table are unsurpassed by any on the Island. Terms moderate.
je30-1m* DUBOSQ & YOUNG, Proprietors.

SEA-BATHING—SEA-BATHING.
NATIONAL HALL,
CAPE ISLAND, CAPE MAY, N. J.
Children under 12 years of age and servants half price.
Superior accommodations and ample room
FOR TWO HUNDRED PERSONS.
je24-2m AARON GARRETSON, Proprietor.

ORLEANS HOUSE,
No. 531 CHESNUT STREET,
PHILADELPHIA.
This House is kept on the European Plan; the Rooms are convenient and well ventilated. The Restaurant offers all luxuries of the season.
jy9-1m JOS. STEPPACHER, Proprietor.

LEDDY'S
HOTEL,
SOUTHWEST CORNER OF
NINTH and SANSOM Streets,
OPPOSITE CONTINENTAL.
The resort of Gentlemen of Refined Taste, who appreciate a Pure Beverage. je20-1m

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to all vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition," or Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
mh11-tf Delaware avenue, above Laurel Street.

AUCTION SALES.

CHARLES C. MACKEY, AUCTIONEER, No. 326 MARKET Street, between Third and Fourth.
LARGE SALE OF WHITE GRANITE AND COMMON EARTHEN WARE, GLASSWARE, &c.
On Tuesday Morning,
At 10 o'clock, in Open Lots, suitable for city and country Retail Trade.
FRUIT PRESERVING JARS.
12 boxes patent Fruit Preserving Jars, quart and half gallon.

AUCTION SALE OF CONDEMNED Horses.
WAR DEPARTMENT,
CAVALRY BUREAU,
OFFICE OF CHIEF QUARTERMASTER,
WASHINGTON, D. C., July 4, 1864.
Will be sold at public auction, to the highest bidder, at the times and places named below:—
LEBANON, Pa., THURSDAY, July 14, 1864.
READING, Pa., THURSDAY, July 21, 1864.
HARRISBURG, Pa., THURSDAY, July 28, 1864.
ALTOONA, Pa., THURSDAY, August 4, 1864.
WILLIAMSPORT, Pa., THURSDAY, August 11, 1864.
TWO HUNDRED (200) CAVALRY HORSES at each place.
These Horses have been condemned as unfit for the cavalry service of the army.
For road and farm purposes many good bargains may be had.
Horses sold singly.
Terms—Cash, in United States Currency.
JAMES A. EKIN,
Lieutenant-Colonel and Chief Quartermaster
jy9-20t Cavalry Bureau.

AUCTION SALE OF CONDEMNED Animals.
WAR DEPARTMENT, CAVALRY BUREAU,
OFFICE OF CHIEF QUARTERMASTER,
WASHINGTON, D. C., July 7, 1864.
Will be sold at Public Auction, to the highest bidder, on TUESDAY, July 19, 1864, at Giesboro' Depot, near Washington, D. C., beginning at 10 o'clock A. M.
TWO HUNDRED CAVALRY HORSES.
These horses have been condemned as unfit for the cavalry service of the army.
For road and farming purposes, many good bargains may be had.
Horses sold singly.
Terms cash, in United States currency.
JAMES A. EKIN,
Lieutenant-Colonel and Chief Quartermaster
jy11-7t Cavalry Bureau.

WANTS.

WANTED IMMEDIATELY,
Three or Four Carpenters,
At No. 232 CARTER Street.
jy18-3t THOS. M. PLOWMAN.

WANTED—IN A RELIGIOUS FAMILY, a HOME for three children, Girls, ages ranging from 4 to 9 years; references required. Address, stating terms, "Fa cut," "Telegraph" Office. jy18-1t

TO PHOTOGRAPHERS.—WANTED, A first-rate Operator on Ferrotype Plates, at No. 11½ N. EIGHTH Street. jy18

WANTED, AN ENGINEER. Apply at No. 336 CHESNUT Street. jy12-tf

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CHIEF QUARTERMASTER'S OFFICE,
WASHINGTON DEPOT,
WASHINGTON, D. C., July 4, 1864.
Wanted, at once, THREE HUNDRED TEAMSTERS, each capable of driving with single line, and managing six mule teams.
To such who are competent to perform the duty, the pay per month will be thirty dollars, with one ration per day, and hospital privileges, including the best medical attendance when sick.
Apply to Captain CHAS. H. TOMPKINS, A. Q. M., U. S. A., corner of TWENTY-SECOND and G Streets, Washington, D. C.
D. H. RUCKER,
Brigadier-General and Chief Quartermaster,
jy11-18t Depot of Washington.

BLACKSMITHS AND WHEELWRIGHTS Wanted.
CHIEF QUARTERMASTER'S OFFICE,
WASHINGTON DEPOT,
WASHINGTON, D. C., July 4, 1864.
Wanted at once, to work in Government Repair Shops, Quartermaster's Department, Depot of Washington, One Hundred (100) good BLACKSMITHS and One Hundred (100) good WHEELWRIGHTS.
The pay per month will be Sixty Dollars ($60), with one (1) ration per day, and hospital privileges when sick.
Apply to Captain CHARLES H. TOMPKINS, A. Q. M., United States Army, corner Twenty-second and G streets, Washington, D. C.
D. H. RUCKER,
Brigadier-General and Chief Quartermaster,
jy4-18t Department of Washington.

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FOR SALE.—$50,000 WORTH IN GOOD Houses, large and small, on terms to suit purchasers, either with or without incumbrance, for cash and good trade. Inquire of, from 10 to 12 o'clock, A. M.
THOS. M. PLOWMAN No. 707 S. FOURTH Street.

COUNTRY SEAT FOR SALE.—A splendid country Residence, with all modern conveniences and two acres of ground, half a mile from Kennett Square, and adjoining elegant mansion of Bayard Taylor. It will be sold at great sacrifice by creditors. Railroad and telegraph within fifteen minutes' ride. Apply to C. H. PAINTER, or W. B. WADDELL, Esq., West Chester, Pa., or JACOB HUEY, Hamorton, Penna. ja4

HOW TO DESTROY
ROACHES, RATS, MICE,
Bed Bugs, Ants, &c., &c.,
USE
BURT'S VERMIN EXTERMINATOR.
IT IS INFALLIBLE! IT IS INFALLIBLE!
Is put up in Large Boxes for 25 Cents.
Is all ready for use, without mixing with other articles.
Does not Spoil or Get Dry and Worthless by Keeping, Like some Other Preparations.
VERMIN ARE EXTRAVAGANTLY FOND OF IT.
RATS AND MICE DIE OUT OF THEIR HOLES.
Is Not Dangerous to Use.
Gives Satisfaction to all who use it.
Sold by all Druggists and Dealers throughout the United States.
CAUTION.—Be sure and ask for Burt's Exterminator, in large boxes, with the red label, and signed by the Proprietor, F. Burt, Jr. Take no other.
Depot, No. 139 S. TENTH Street, above Walnut.
Manufactory, No. 130 JUVENAL Street, above Walnut, between Tenth and Eleventh, Philadelphia, Pa.
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HENRY SIMONS,
UNITED STATES NATIONAL
WAGON AND COACH WORKS,
Office, No. 521 NEW MARKET Street,
And Factory, corner of
SECOND AND CUMBERLAND STREETS,
PHILADELPHIA.
All and every kind of WAGONS, CARTS, DRAYS, WHEELBARROWS, and TIMBER WHEELS, adapted to Army, Road, Sutler, or Plantation purposes. All work warranted.
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An acceptable Offering to every Patriot.
The only correct and authorized
MEDALLION LIKENESSES
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PRESIDENT LINCOLN,
GENERAL GEORGE WASHINGTON,
LIEUTENANT-GENERAL GRANT,
GENERAL GEORGE B. McCLELLAN,
Manufactured in Sterling Silver and Copper and White Metal. Sample sent by mail free of charge on receipt of 25 cents. Agents wanted. E. SPENCER,
Box 2403 Philadelphia Post Office.
Manufactured at No. 633 ARCH Street. jy2-1m

CARPETS, MATTINGS, OIL CLOTHS AND Window Shades, from New York Auction sales, (slightly wet.)—Magnificent Brussels, ¾ wide, $1 25, $1 37½, $1 50 and $1 75; Imitation Brussels, (painted,) ¾ wide, 75 and 80 cents; 5-4, 8-4 and 12-4 at proportionate prices; Imperial Carpet, $1 37 to $1 75 per yard; Ingrain, from 50 cents to $1 12½; Venetian, Rag, and Hemp, from 37½ to 75 cents per yard; Mattings, the largest assortment ever offered in Philadelphia, from 37½ to 75 cents a yard, at the New York Auction Sales Depot, (formerly Stahlin's), No. 147 S. SECOND Street, first door above Walnut, opposite Corn Exchange.
jy7-3m

QUEEN OF BEAUTY.—WHITE VIRGIN Wax of Antilles is the most perfect preparation of the age, for beautifying, whitening, and preserving the complexion. It is made from pure White Wax, hence its extraordinary qualities for preserving the skin, making it soft, smooth, fair, and transparent. It cures chapped hands or lips, removes pimples, &c. Price 25 and 50 cents. Manufactured only by HUNT & CO., Perfumers,
No. 41 S. EIGHTH St., 2 doors above Chesnut, and
jy16-1m No. 133 S. SEVENTH Street.

THE SUBSCRIBERS HAVE ASSOCIATED themselves together under the firm of BOLTON, DYKEMAN & CO., and will continue the Car Building Business in all its branches, at the old establishment, corner TWENTY-FIRST and HAMILTON Streets.
JOSEPH R. BOLTON,
GEORGE R. DYKEMAN,
jy1-1m* O. W. CHILDS.

NO DECEPTION.—NO INFERIOR COAL purchased to offer below the cost price of a superior article. SAMUEL W. HESS, BROAD Street, above Race, east side, sells the genuine EAGLE VEIN, best and purest mined. Egg and Stove sizes, $11; Large Nut, $10 per ton.
Consumers should make their purchases at once, previous to another advance. ja14-2m

VILLAGE GREEN SEMINARY.—MILITARY Boarding School—Begins September 1.—Terms very moderate. Thorough courses in Mathematics, Languages, English Studies, &c. Pupils have benefits of a home. Practical lessons in Surveying and Civil Engineering. Boys of all ages taken. Address for Catalogue,
jy16-1m REV. J. HENRY BARTON.

STURGES & FROST, No. 9 MECHANIC Street, Newark, N. J., want first-class Agents in all parts of the United States to sell their Patent Governor. Address as above, with two and three cent stamps, for circular and terms.
Agents clear $10 per day. je30-thstu lm

DELIGHTFUL EXCURSIONS
ON THE
RIVER SCHUYLKILL.
The Steamboat GENERAL HOOKER, Captain MARKLE, leaves Fairmount every hour for Schuylkill Heights, Laurel Hill, Belmont Cottage, the Falls and Wissahickon. jy1-tf

Evening Telegraph

MONDAY, JULY 18, 1864.

SPIRIT OF THE NEW YORK PRESS.

Leading Editorials from the New York Papers This Morning.

THE MARKETS AND THE CURRENCY.

From the Times.

The occurrences of the past few days in the produce and money markets show pretty conclusively how completely we may rely, after all, on the operations of the laws of trade to protect the public against the machinations of the speculators. For many weeks back almost all the necessaries of life have been bought up in enormous quantities, and "held for a rise," by a number of large operators. Prices did rise accordingly, and the consumers, and especially the poor, who have to make their purchases from day to day, suffered accordingly. As is usual after a period of great speculation, there followed what is termed a tightness in the market—that is, difficulty in borrowing money at all, or at any but high rates of interest.

The banks found themselves obliged to contract their loans, partly as a measure of prudence, and partly of necessity. The enormous rise in prices of course called for a greater quantity of currency to do the work of exchange, and the rashness of the speculators naturally inspired greater caution in dealing with them. When the price of things doubles, it of course needs—not double the quantity of the circulating medium—for the quantity required depends partly on the rapidity of circulation, or, in other words, the multiplicity of transactions—but a very much larger quantity than before, to enable people to carry on their business.

The speculators in this case calculated on having this required addition supplied by the Treasury in the shape of a fresh issue of legal tenders. But this relief has not come; in other words, the laws of trade have been left to take their course. They hoped to be able to borrow in order to enable them to continue to hold, and they relied on a fresh expansion of the currency to carry the prices up to the point at which they desired to sell. They have been disappointed in both cases, and have been left to get out of their scrape precisely as they would have had to get out of it in the old days of specie payments.

Like all speculators, they have saddled themselves with more goods than they are able to pay for, and finding it impossible to borrow money to meet their engagements, there is nothing left but to sell out. Once this process begins, a panic of course sets in, and prices fall with a daily accelerating ratio. We have accordingly had a fall of thirty per cent. in gold, and from ten to twenty per cent. within the last three or four days in nearly every species of produce.

There is nothing more natural than that, under these circumstances, a large number of persons should urge Mr. Fessenden to make a fresh issue of legal tenders in order "to ease the money market." We sincerely hope he may not issue another dollar in greenbacks; but if he does do so, we trust it will be simply and solely because the necessities of the Government compel him. The "tight money market," is the check provided by the laws of trade for the prevention and punishment of rash and unscrupulous speculation. It forces those who have been accumulating a larger stock than they can use or pay for, to sell off, and thus prices fall to their natural level—the level fixed by the real supply, and real demand, and real prospects of supply.

In ordinary times, when the volume of the circulating medium can neither be increased or diminished by the action of the Government, these gentlemen submit to the consequences of their miscalculations with the best grace they can. If the Government were now to commence the practice of helping them out of their difficulties, it would commence a stupendous undertaking. A fresh batch of greenbacks would, of course, relieve the stringency in the money market; but it would also give a fresh impetus to speculation. When one issue has been made, every one is inclined to believe there will be another and another, and that after each there will be a fresh rise in prices. So everybody buys and holds for a rise, until the market again gets "tight," and so on in an infinite series—the issue required "to ease the market" becoming greater each time, owing to the steady diminution in the value of the paper.

It may, as we have said, be necessary for Mr. Fessenden to make some addition still to the volume of the currency; but if, after this, he can in any way remove all hope that any further addition will ever be made to it by the Government, thus forcing everybody to make his calculations solely upon the existing financial basis, and solely with reference to the ordinary chances of trade, he will confer an inestimable boon on the mass of the people.

THE SITUATION.

From the Tribune.

Whether any and what part of the Rebel force retreating from Maryland are likely to be over taken by our pursuing columns, and whether any of their plunder is likely to be recaptured, and, indeed, where they went with their droves of cattle and wagons laden with corn, are questions to which we know of no answers except inferential ones. Washington telegrams have assured us that some—they do not say what—forces are following—it would seem rather leisurely—on the Rebel trail, and therefore in the direction of either Snicker's or Ashby's Gap, or both.

On such a retreat as the Rebels are conducting they would naturally divide their columns, both to distract pursuit and to obtain for themselves more unobstructed roadway for their crowded and unwieldy trains. It has been stated accordingly, but we think a little by help of guesses, that the Rebel retreat is through these two gaps into the Shenandoah. From the advancing front there is really no news that can be trusted, but we incline to fall in with the theory that the safer line for the Rebels is the Valley, and not the Warrenton road to Gordonsville; for while pursuing the former they have their exposed flank steadily protected by the mountains.

Other elements, however, enter into this question. It was stated early last week that the advance of Hunter's returning column, under Sullivan, was at Martinsburg, and had taken prisoners and Rebel stores. Whether this was then true or not, by this time there is reason to think that General Hunter may have found his way to the Valley, and entering it from the west, may plant himself in the path which the Rebels would choose to follow. In which case it remains to be settled which of the two columns is the stronger, and as we know about what Hunter's is, we shall get more exact information than we yet have concerning the body which has accomplished the Maryland raid.

We hear also that Sheridan's Cavalry, recrossing the James and striking north, has undertaken the task of intercepting the return of Early's freebooters, and again that a force has gone round by transports to the York river, and is marching towards Gordonsville with the same intent. If we suppose both reports true, and known to the Rebels, they are beset on either side by the apprehension of an enemy, while pursued by a third in the rear, and such circumstances would make either the valley route or the Warrenton road about equally undesirable. We do not care to pursue the speculation as to their movements.

The raid has been a success to some extent in the matter of plunder, but perhaps rather less than is commonly supposed. The Rebels were ten days in Maryland, and in that period of time eight or ten thousand men can do a good deal of stealing; but it does not follow they can carry away the products of a dozen counties. Their wagon train was limited; witness their deficiency even in artillery and ammunition. Conceding—and we fully believe it—that the main object of the expedition is plunder, we still can see no means of carrying so much out of Maryland as should be for any length of time an important contribution to Lee's commissariat. Perhaps they got subsistence for a week—a fortnight at most—for the 100,000 mouths which must daily be fed at Richmond.

We look upon this raid as nothing worse than an annoyance and a mortification. Pains have been taken to make it appear as an evidence of Lee's superabundant strength, that he should be able to spare such a force from the defense of Petersburg and Richmond. It is nothing of the kind, but is an evidence of his necessities in two ways. When Hunter threatened Lynchburg, Lee was compelled to send a force to relieve it. Lynchburg was, and ever has been, a more important depot of supplies than Richmond itself; and straitened as the Rebel army near Petersburg then was, its commander had no option but to take the immense risk of weakening his main force, in order to retain the stores and communications at Lynchburg.

When he had done that, and he succeeded only in consequence of the delay in Hunter's advance—he suddenly learned that the Danville road had been cut, which was meant by General Grant to have been a co-operative and conclusive work in connection with Hunter's expedition. Spite of the latter's failure, Lee may have found himself under a sudden stress for supplies, for Wilson had been so thorough, that the Danville road was useless for at least a month, and meanwhile Maryland offered the most convenient field for foraging, and was improved accordingly.

But, however that may be, undoubtedly the hope that the appearance of a hostile force of unknown strength might divert a considerable portion of Grant's army from Petersburg, was the main purpose of the Maryland raid. It is hardly to be supposed that an attack on Washington was seriously contemplated by such a force as insolently appeared within reach of its guns. Lee took the great risk which the far-reaching combinations of his adversary imposed upon him, and if he escapes from his predicament without serious loss it will be because the purposes of General Grant found but a halting and timid support, and because his plans were imperfectly executed by those on whom the duty of obeying orders, or of following out his purposes, properly fell.

It will be, in a word, because the same military incapacity which once before had left open the Shenandoah, now failed to close and bar that door either before or after the steeds had been stolen. A collateral result of these manifold blunders is that the Rebels are to harvest the abundant crops of the Valley, which might have, and ought to have, gone into loyal granaries.

Meanwhile, it seems to be supposed that General Grant is lying idle at Petersburg, either stripped of so many troops as to make offensive movements impracticable, or occupied in the monotonous operations which belong to a siege. Not many days will be needed to develop this mistake. No day passes that is not a day of progress, none which does not bring the fall of Richmond nearer, and unless we misinterpret the evidence which lies before us, even the unreasonable impatience of the public for decided movements is likely very soon to be appeased.

Kentucky—A Sharp Correspondence.

The Frankfort (Kentucky) *Commonwealth* publishes the following correspondence, which it states it has taken the liberty of doing without having first obtained Governor Bramlette's permission:—

LOUISVILLE, June 28, 1864.—Hon. T. E. Bramlette—Dear Sir:—Your old friend Wolford has been arrested, and is to-day in the hands of traitors to our constitution. He is your bosom friend and political friend. You are the Governor of Kentucky, and ought to see that no citizen is imposed upon by any power on earth.

The community, knowing the intimacy that exists between you and Colonel Wolford, are looking to you anxiously, and every one says:—"What will Governor Bramlette do?" One man remarked to-day that you would submit like a whipped dog, as you did on the negro enlistments. Another one said it was your ox now gored; another said it was not your ox. So you see the diversity of opinion. Some people think you had him arrested, and others, having more charity for you, don't think so.

Bayonets elected you last summer, and bayonets will now keep your mouth shut if you open it; that is the universal sentiment. Your doctrine of putting down the rebellion as being a universal cure for all diseases, is all bosh. How are you going to put down the Abolition party if you are not allowed to speak? You are in the vortex, and will be swallowed up. You will endorse the Administration before twelve months; mark what I say. Bob Breckinridge has become a traitor to the Constitution of his fathers, and since he has used you up, you will fall in also.

Yours, W. J. BENTLY.

REPLY.

COMMONWEALTH OF KENTUCKY, EXECUTIVE DEPARTMENT, FRANKFORD, June 29.—W. J. Bently, Louisville:—Sir:—Your insolent letter of yesterday (28th) came to hand this morning. I learned when a boy, at school, to

> "Let dogs delight to bark and bite,
> For God hath made them so;"

and most cordially do I extend to you the benefits of the lesson; for whether *dog* or *puppy*, the instinct is the same. But as you manifest decided treasonable *Rabies*, if your master (Jeff Davis) expects to grow you to a full-sized dog, he should keep you muzzled or in-doors during the approaching "dog days," lest the "dog-slayer" should pass your way on his "beat."

THO. E. BRAMLETTE.

COTTON IN KANSAS.—A farmer at Big Creek, Kansas, has ten acres set out in cotton, which is doing well, and promises a fine crop.

WHO REQUIRE SLEEP MOST.—Women require more sleep than men, and farmers less than those engaged in any other occupation. Editors, reporters, printers, and telegraph operators need not sleep at all. Lawyers can sleep as much as they choose and keep out of mischief.

LEVIES.—A Nashville letter of the 7th says, that within the last two or three weeks General Rousseau has levied and collected over $10,000 from Rebel citizens for the murder of four soldiers in his department; and he has announced that for every soldier murdered, the Rebel citizens in the vicinity must hereafter pay over $10,000 to the widow of the deceased.

SPECIAL NOTICES.

☞ OFFICE PHILADELPHIA AND Trenton Railroad Company,
PHILADELPHIA, July 16, 1864.
The Board of Directors have this day declared a semi-annual Dividend of FIVE PER CENT. clear of all taxes, from the profits of the Company, payable to the Stockholders or their legal representatives, on and after the 21st instant. The Transfer Books will be closed until the 21st instant.
A. H. THOMSON, Treasurer.
jy18-4jy23

☞ OFFICE CITIZENS' VOLUNTEER SUBSTITUTE COMMITTEE, No. 422 WALNUT Street, July 16, 1864.—This Committee has REMOVED to No. 422 WALNUT Street, up stairs, where it will receive applications from citizens desirous to secure Substitutes or representatives. A payment of $400 to be made at the time of application, and a power of attorney to be given for the City Bounty. Substitutes furnished in the order of application.

Veterans and aliens desiring to enlist as substitutes will apply to the Committee, who will have them mustered into service, when they can select their own regiments. Besides the bounty paid by the Government, they will receive from the Committee SIX HUNDRED AND FIFTY DOLLARS in Cash, on day of muster, without deduction for commission or brokerage. No charge of any kind is made.

Veterans are especially wanted in the service, and can thus re-enlist on the most advantageous conditions.

Office hours from 10 A. M. to 2 P. M., and from 4 to 5 P. M.

DANIEL STEINMETZ, Chairman.
J. I. CLARK HARE,
JOHN THOMPSON,
CLEMENT B. PENROSE,
J. G. ROSENGARTEN, Treasurer.
HENRY C. LEA, Secretary.
jy16-2w

☞ THE COMMISSION OF THE Fifty Dollars Bounty Fund for the Hundred Days' Volunteers, and Extra Bounty Fund Commission.

The undersigned have been appointed by Councils as a Commission to pay the Fifty Dollars Bounty to each of the One Hundred Days' Men of the city. These men must be attended to *immediately*.

It is a matter of deep regret to the Commission that there must be a delay until further notice, probably until the 1st of August, in paying the families of re-enlisted veterans who did not receive Ward bounty. Just as soon as possible the payment of the extra bounty of Twenty-five Dollars will be resumed, and notice given. This bounty being a retrospective gift of the city, instead of the payment of a debt, will be paid on satisfactory evidence, to members of the families *only*, or to the veterans in person: *but not on powers of attorney to agents.*

The Commission will daily receive applications from the One Hundred Days' Men in GOLDSMITH'S BUILDING, LIBRARY Street, in the rear of the Post Office.

E. D. SAUNDERS, Chairman.
JONATHAN BULLOCK,
EDWIN GREBLE,
PAUL J. FIELD,
GEORGE W. SIMONS.
jy15-4t

☞ OFFICE OF THE PHILADELPHIA and Gray's Ferry Passenger Railway Company, N. W. corner TWENTY-THIRD and SOUTH Streets.
PHILADELPHIA, July 6, 1864.
The Board of Directors have this day declared a dividend of ONE DOLLAR AND FIFTY CENTS per share on the full paid shares of this Company, clear of taxes, payable on and after the 18th inst., until which time the books will be closed.

Stockholders holding the old certificates, will oblige by having the same converted prior to the 18th inst., to enable the Treasurer to credit them with the amount of the dividend.
JAS. McFADDEN, Jr., Secretary.
jy9 11 13 15 16*

☞ OFFICE OF THE GIRARD COLLEGE Passenger Railway Company, corner of COLUMBIA and RIDGE Avenues.
PHILADELPHIA, July 11, 1864.
The Board of Directors of "The Girard College Passenger Railway Company" have this day declared a dividend of ONE DOLLAR per share on each share of the capital stock of this Company, payable on the 18th inst., to the stockholders or their legal representatives, clear of all taxes.

The Transfer Books will be closed till the 18th inst.
WM. S. BLIGHT,
jy13-wfm4t

☞ OFFICE OF THE FRANKFORD and Southwark Philadelphia City Passenger Railroad Company, BERKS Street, below Fourth.—Philadelphia, July 6, 1864.—The Board of Directors have this day declared a dividend of Three per cent. upon the Capital Stock of the Company, out of the earnings of the past six months, payable to the stockholders or their legal representatives, clear of all taxes, on and after the 18th inst.

The Transfer Books will be closed until 18th inst.
CHARLES R. ABBOTT Secretary.
jy7-11S

☞ OFFICE OF SECOND AND THIRD Street Passenger Railway Company, FRANKFORD Road, below Lehigh Avenue.
PHILADELPHIA, July 13, 1864.
The Board of Directors have this day declared a Dividend of Five per cent. for the last six months, payable on and after MONDAY, the 18th instant, clear of all taxes.
E. A. LESLEY, Treasurer.
jy14-4t

☞ DEAFNESS AND BLINDNESS.—J. Isaacs, M. D., Professor of the Eye and Ear, treats all diseases appertaining to the above-named members with the utmost success. Testimonials from the most reliable sources in the city and country can be seen at his Office, No. 511 PINE Street. Artificial Eyes inserted without pain. No charge made for examination. Office hours from 8 to 11 A. M., 2 to 7 P. M. No. 511 PINE Street. je7-3m

C. B. WRIGHT & CO.,
No. 142 S. THIRD STREET,
OPPOSITE THE EXCHANGE.

Dealers in Government and State Securities, Quartermasters' Checks and Vouchers, and Certificates of Indebtedness.

Orders for the purchase and sale of Stocks and Loans promptly executed. fe2-wfm tf

FINANCIAL.

SPECIAL NOTICE
TO THE
HOLDERS
OF THE
Small 7-30 U. S. Treasury Notes.

SEVEN-THIRTY NOTES,
OF THE DENOMINATIONS OF
50's AND 100's,
CAN NOW BE CONVERTED IN
BONDS OF THE LOAN OF 1881,
OF THE SAME DENOMINATION.

For information, apply at the office of
JAY COOKE & CO.,
BANKERS,
No. 114 S. THIRD Street.
jy2-1m]

GOLD, GOLD, GOLD,
SILVER AND BANK NOTES
WANTED.
DE HAVEN & BROTHER,
No. 20 S. THIRD STREET.
ja27-1y

CITY SIXES,
FREE FROM TAXATION,
FOR SALE
IN SUMS TO SUIT PURCHASERS.
DREXEL & CO.
jy7-10t

HEWES & RAHM,
BANKERS AND EXCHANGE BROKERS,
No. 53 S. THIRD STREET.
DEALERS IN
SPECIE, BANK NOTES, AND GOVERNMENT SECURITIES.

Stocks Bought and Sold on Commission. Collections promptly made. ap30-tf

STOCKS AND SECURITIES
BOUGHT AND SOLD
ON COMMISSION,
DE HAVEN & BROTHER,
No. 20 S. THIRD STREET.
fe8-tf

SMITH & RANDOLPH,
No. 16 S. THIRD STREET,
BANKERS AND BROKERS.

Specie, Stocks, Quartermasters' Vouchers and Checks, and all Government Securities Bought and Sold. [mh12

FREDK. STEEB & CO.,
BANKERS,
No. 30 S. THIRD STREET,
BUY AND SELL
GOLD, SILVER, AND GOVERNMENT SECURITIES.
STOCKS
BOUGHT AND SOLD ON COMMISSION. [mh24

NEW LOAN. NEW LOAN.
U. S. 10-40's.
JAY COOKE & CO.,
OFFER FOR SALE THE
NEW GOVERNMENT LOAN,

BEARING FIVE PER CENT. INTEREST IN COIN, redeemable any time after TEN YEARS, at the pleasure of the Government, and payable FORTY YEARS after date.

BOTH COUPON AND REGISTERED BONDS are issued for this Loan, of same denomination as the 5-20's. The interest on $50's and $100's payable yearly; on all other denominations, half yearly. The 10-40 bonds are dated March 1, 1864. The half-yearly interest falling due September 1st and March 1st of each year; until 1st September, the accrued interest from 1st of March is required to be paid by purchasers in coin or in LEGAL CURRENCY, adding fifty per cent. for premium, until further notice.

ALL OTHER GOVERNMENT SECURITIES BOUGHT AND SOLD.

JAY COOKE & CO.,
No. 114 S. THIRD STREET.
mh29-tf

CLARKSON & CO.,
BANKERS,
No. 121 S. THIRD STREET,
PHILADELPHIA.

Government Securities of all Issues Purchased and for Sale. Stocks, Bonds, and Gold Bought and Sold on Commission.

INTEREST ALLOWED ON DEPOSITS.
Collections Promptly Made. fe5-tf

SEVENTH
NATIONAL BANK,
No. 216 MARKET STREET,
(CORNER OF STRAWBERRY.)
Capital $125,000.
To be Increased to $500,000.

DIRECTORS.
HENRY G. MORRIS, of Morris, Tasker & Co., Pascal Iron Works, Fifth and Tasker sts.
CHARLES S. CLOSE, of Close & Nesbit, Builders, No. No. 331 Reed street.
JAMES M. PRESTON, Manufacturer of Woolen Goods, Manayunk.
J. A. WATERS, of J. A. Waters & Co., Wholesale Grocers, No. 121 Market street.
S. B. COUGHLIN, Real Estate, No. 602 N. Thirteenth street.
WM. P. CLYDE, Agent Philad'a and New York Express S. B. Co., No. 14 S. Delaware Ave.
GEORGE W. HILL, Manufacturer of Carpetings, No. 126 N. Third street.
J. W. SOUDER, Wholesale Boots and Shoes, No. 509 Market street.
J. Z. DEHAVEN, Importer of Wines, Brandies, &c., Nos. 30 and 32 S. Delaware Avenue.

This Bank having been duly authorized to commence business under the National Currency Act, is now prepared to receive DEPOSITS, make Collections, and transact a General BANKING BUSINESS.

Discount days on TUESDAY and FRIDAY of each week.

J. Z. DEHAVEN, President.
E. S. HALL, Cashier.
PHILADELPHIA, June 30, 1864. je30-1m

OWN YOUR COLLIERIES
AND
GET YOUR COAL AT COST.
THIS EFFECTUAL PLAN OF CHEAPENING COAL
To about half the market price, offered by the
BROAD MOUNTAIN
MAMMOTH VEIN COAL COMPANY,
No. 121 S. THIRD STREET,

Is successfully progressing to its full, speedy, and triumphant consummation.

The great works of the Company, near Tremont, Schuylkill county, are NEARLY COMPLETED, and will supply all SHAREHOLDERS from October next, with the best kinds of COAL AT THE PRIME COST, viz.:—

Two Heavy Tons on Each Share Every Year for Twenty-five Years.

The price of each Share in the present series is $12.50, payable half on subscription and half on August 2d next, (and in the next two series it will be $15 and $20).

The MARKET PRICE of a heavy ton (2240 lbs.) of Coal is now		$12.25
The PRIME COST PRICE of the same at present rates (July) is:—		
For mining, preparing, royalty, and general expenses	$2.25	
Transportation over branch railroad	35	
Transportation over main railroad to Philadelphia	3.10	
Transportation from depot to yard	10	
Yard expenses	25	
Carting from yard to Shareholder's house	50	
Total cost of gross ton delivered at the house in Philadelphia	—	6.55
Difference between market price and cost price		$5.70

This makes a saving on two tons for each share of $11.40.

Should the market price be higher, the saving will be still greater, and should the market price be lower, then the cost price will be proportionately lower.

But this is not all. The Company having very large works, and INEXHAUSTIBLE COAL BEDS, FIVE MILES IN LENGTH, will mine much more coal than is annually required for the Stockholders. All the surplus coal will be sold at the ruling market rates, and ALL THE PROFITS will be distributed every six months as CASH DIVIDENDS, among the Shareholders; from which it is confidently expected they will realize every year from 40 to 60 per cent. on their investments, after the first year, in addition to the savings on their coal.

The Company possesses EXCLUSIVE MINING AND TIMBER RIGHTS for a quarter of a century (25 years) in one of the best and richest coal tracts in Schuylkill county, comprising the Mammoth Vein, the Black Heath, Primrose, Daniel, and other Veins. The coal of the Mammoth Vein is White Ash; that of the other Veins partly White Ash, partly Red Ash.

DIRECTORS.
WILLIAM SCHMOELE, President.
ROBERT P. KING,
HENRY SCHMOELE,
ALBERT B. JARDEN,
WILLIAM FORD, Secretary.

For further information, and for shares (at $12.50, payable half on subscribing and half on August 2, next) apply at the

OFFICE, NO. 121 S. THIRD STREET,
OPPOSITE THE GIRARD BANK.

For READING and vicinity, the Hon. JOSEPH S. HOYER, Mayor of Reading, has accepted the Agency of the Company, after having personally visited and examined the mines and affairs of the Company. The citizens of Reading and vicinity will apply for information and shares at the MAYOR'S OFFICE, at Reading.

The cost price of a gross ton of Coal at Reading, delivered at the house of a shareholder, is at present rates not over $4.50, while the market price amounts to more than double that sum.

HENRY SCHMOELE,
TREASURER.
jy14-15t

VANCE STEWART
ROCK OIL COMPANY.
Incorporated June 29, 1864.
Capital, $300,000.
60,000 SHARES..........................$5 A SHARE—PAR.

Subscription $3 each share to original subscribers for 50,000 shares, payable $1 cash down upon subscribing, and two other instalments of $1 each, payable on the 25th July and 25th August, 1864, respectively.

TEN THOUSAND SHARES
Reserved for Benefit of the Company.

The land purchased by the Vance Stewart Rock Oil Company contains one hundred and thirty-one acres, in the very core of the oil region, one thousand three hundred and ten feet on the Allegheny river, in Cranberry township, extending a considerable distance upon both sides of the Lower Two Mile Run, commonly called Van Buren Run, a couple of miles below Franklin, in Venango county, Pennsylvania. The Allegheny River Territory is yielding an abundant and permanent harvest of an excellent quality of Oil, the numerous wells bordering its banks producing Oil with even still greater regularity than the wells along Oil Creek.

It is believed the flow of Oil below the borough of Franklin, on the Allegheny river, will probably never become exhausted, because the stratification, or volcanic disruption of rock dips in a southwestwardly direction; consequently the beds of Oil would be nearer the surface at the upper end, say of Oil Creek, and wells would require to be bored deeper in proportion lower down the river, where, however, there would necessarily be the most permanent, and a much greater supply and superincumbent body or store of Oil. It is certain that several wells on the river, in the immediate vicinity of this land, have continued producing during the past three or four years an unwavering and steady daily yield of oil.

A glance at the map will demonstrate the fact that the Lower Two Mile Run and Oil Creek are on the same diametrically straight line, and only distant, on a *continuation of the identical same line* between the range of hills, from each other about three miles apart in precisely the same direction. It would, therefore, not be extraordinary, if, by boring wells on this tract a sufficient depth of perhaps eight hundred and fifty feet, that the Company's wells may soon rival those of Oil Creek in their supplies of hundreds of barrels of oil daily, and enormous profits would thus be the fortunate result to the shareholders of this company.

On this particular tract of land there has been let on lease for twenty years, a well now *pumping* a fair portion of good Oil, although its depth of bore is considered quite insufficient to insure a large flow. Fifty per cent. of the Oil at this well's mouth was reserved as a royalty to the former owner of the land, and will at once inure to the benefit of the Company. There are also two other wells bored a few hundred feet deep each, but not yet tubed, but indicating a first-rate show of Oil; a barrel a day can certainly be scooped out of them, and no doubt seems to exist that they will both prove highly remunerating wells when bored a reasonable depth. Another well is half bored, and promises a satisfactory yield.

Samples of Oil procured from these wells can be seen at the office of the Company, No. 213 WALNUT Street.

The fee of this valuable oil land, comprising one hundred and thirty-one acres, including the royalty of fifty per cent. of oil for the leased well, *now pumping*, and the entire right of the three wells partially developed, is purchased by the Company direct from the owner, for the moderate price of $137,550, with a Grist Mill in fine order, a snug house, &c.; also patches of timber.

The sale of stock will pay cash for the land in full, and leave the sum of $12,450 cash working capital on hand, with which to complete the three oil wells, and also to bore two new wells, with five steam engines, &c., to be in running order within a few months; arrangements will be made to accomplish these objects without delay. No subscriptions will be accepted for less than fifty shares.

The vast fortunes reaped by Rock Oil Companies established here and elsewhere are notorious. The Oil trade is yet in its infancy, and the demand constantly increasing. Its price is now $12 per barrel at the well's mouth, exclusive of the cask.

Large wells will doubtless be struck at the depth of 850 feet, so as to reach the third Sandstone Rock. Wells have been bored heretofore to the depth only of about 500 feet in this vicinity. It is proposed to bore twenty wells on this property during the present year. There is room for one hundred wells. A perfect title, clear of all incumbrances is confidently assured to the Company.

Lists of subscription are now open until the 50,000 shares are subscribed, payable $1 per share, to the order of Alderman JAMES McCAHEN, the Treasurer of the Company, No. 406 WALNUT Street, or at No. 125 WALNUT Street, or at the office of the Company, No. 213 WALNUT Street.

The public are invited to call for a prospectus. jy5-tf

PAINTING!! PAINTING!!
No. 47 S. THIRD STREET,
ABOVE CHESNUT,
Philadelphia.
FAHY & BROTHER,
HOUSE, SIGN, AND ORNAMENTAL PAINTERS.
Graining, Glazing, Gilding on Glass, Kalsomining, Paper Varnishing, &c. ap16-tf

EDMUND A. SOUDER & CO.,
COMMISSION MERCHANTS,
AND SHIP AND STEAMBOAT AGENTS,
DOCK STREET WHARF,
PHILADELPHIA.
EDMUND A. SOUDER,
ARCHIBALD GETTY,
STEPHEN T. SOUDER.
fe4-tf

REMOVAL.—THOMAS M. PLOWMAN, Carpenter and Builder, has removed his shop from No. 2 Strawberry street to No. 232 CARTER Street, adjoining the old Post Office Building. Having increased facilities for carrying on the business extensively, he hopes to receive a share of public patronage. 1q7

FURLOUGHS—FURLOUGHS.
Officers and soldiers visiting the city on furloughs, needing
SWORDS,
AND OTHER
MILITARY EQUIPMENTS,
ARE INVITED TO THE EXTENSIVE
MANUFACTURING ESTABLISHMENT
OF
GEORGE W. SIMONS & BRO.
SANSOM STREET HALL,
SANSOM Street, above Sixth.
PRESENTATION SWORDS

Made to order at the shortest notice, which for richness and magnificence challenge competition, no other house in the country combining the MANUFACTURING JEWELER WITH THE PRACTICAL SWORD MAKER. 1st

FLAGS!
BUNTING FLAGS,
OF SUPERIOR QUALITY.
SILK FLAGS,
OF SUPERIOR QUALITY.
MUSLIN FLAGS,
OF SUPERIOR QUALITY.
Staffs,
Halliards,
Pulleys, &c.
Wholesale and Retail, at
W. H. HORSTMANN & SONS,
FIFTH and CHERRY Streets.
my14-tf

J. H. FOSTER,
AWNING MAKER,
No. 443 N. THIRD Street,
ABOVE WILLOW.
ESTABLISHED 1844.
AWNINGS,
WAGON COVERS,
FLAGS,
SAILS,
TENTS,
FANCY VERANDAHS FOR WINDOWS.

All kinds of work done promptly, and attended to personally, by
JOSEPH H. FOSTER,
No. 443 N. THIRD STREET,
Above Willow.
ap29-3m

PRESIDENTIAL CAMPAIGN.
FLAGS,
BANNERS AND TRANSPARENCIES.
WM. F. SCHEIBLE,
No. 49 S. THIRD STREET,
Above Chesnut, Philadelphia.
MANUFACTURER OF
FLAGS,
BANNERS,
TRANSPARENCIES,
AND LANTERNS.

Political Campaign Clubs fitted out with Lanterns, Badges, Banners, and Flags, at reasonable rates. je8-3m

FOR THE ARMY AND NAVY.

EVANS & HASSALL,
MILITARY FURNISHERS,
No. 418 ARCH STREET,
PHILADELPHIA.

Banners, Regimental and Company Flags, Swords, Sashes, Belts, Passants, Epaulets, Hats, Caps, Canteens, Haversacks, Camp Kits, Field Glasses, Spurs, and everything pertaining to the complete outfit of Army and Navy Officers.

A liberal discount allowed to the trade. my10-3m

GUM-ELASTIC CRUTCHES. GUM-ELASTIC

CRUTCHES!—These Crutches have a Gum Tube across the top, making a soft and elastic support to the arm, and enabling the wearer to walk with more comfort than can be derived from any other crutch. The tops are so made as to be applied to any crutch. Patented December, 1863.
J. HARTMAN,
No. 117 S. SECOND Street, below Chesnut.
ap19-3m

TRUSSES, BRACES, &c., skilfully adjusted by C. H. NEEDLES, cor. of TWELFTH and RACE Streets. Ladies' Department for same, conducted by ladies, TWELFTH Street, first door below Race. The most complete and varied stock on hand, consisting, in part, of Trusses, Supporters, Shoulder Braces, Belts, Bandages, Elastic Stockings, Syringes, Articles for Nursery, Sick Room, &c. je10-3m

PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 North NINTH Street, above Market. Ruptures radically cured by B. C. EVERETT'S Premium Patent Graduating Pressure Truss. Superior Elastic Belts, Elastic Stockings, Supporters, Shoulder Braces, Suspensories, Crutches, &c.
Ladies attended by Mrs. B. C. EVERETT. my25-1y

THE ARTIFICIAL HAND.
B. A. GILDEA,
Inventor and Manufacturer of the
ARTIFICIAL ARM,
Approved and adopted
BY THE
SURGEON-GENERAL OF THE UNITED STATES,
for Soldiers,
Has permanently located his Office and Factory at No. 312 S. FOURTH Street, six doors below Spruce, Philada.
je 20-3m

GREATEST IMPROVEMENT OF THE AGE IN PIANOS.
MEYER'S IMPROVED OVERSTRUNG PIANOS,

Acknowledged by the leading artists and indorsed by the Musical Public to be the finest Pianos in America.

The attention of the Musical Public is called to the recent great improvement in these Piano Fortes. By a new method of construction, the greatest possible volume of tone has been obtained, without any of the sweetness and brilliancy for which these Pianos are so celebrated being lost, and which, with an Improved Touch and Action, render them Unequalled.

These Instruments received the PRIZE MEDAL at the World's Fair, held in London, as well as the Highest Awards over all competitors, from the first Fairs and Institutes in this country.

Warerooms, No. 722 ARCH Street, below Eighth,
Philadelphia.
je17-1m

ESTEY'S
COTTAGE ORGANS,

Not only UNEXCELLED but UNEQUALLED in purity of Tone and Power, designed especially for Churches and Schools, but found to be equally well adapted to the Parlor and Drawing Room. For sale only by

E. M. BRUCE,
No. 18 N. SEVENTH Street.

Also, a complete assortment of the Perfect Melodeon constantly on hand. my16-3m

GROVER & BAKER'S
FIRST PREMIUM
ELASTIC STITCH
SEWING MACHINES,
THE BEST IN USE.
No. 730 CHESNUT Street.
ap28

WANTED TO SELL OR EXCHANGE,
Elliptic Sewing Machine,
The Grover & Baker Sewing Machine,
The Singer do.

And all the principal Sewing Machines. All furnished from their principal offices.

Also, all kinds of Second-Hand Machines, for Sale and Repaired at the new office of

LEAVENS & FAULKNER,
No. 100 N. EIGHTH Street,
(Over ten years with Singer & Co.)

Ladies taught to operate. jel4-3m

COUSTY'S TEA WAREHOUSE.—ESTAblished in 1800.—Importer and Dealer in
Fine Teas, Wines, and Liquors,
Choice Havana Cigars,
Cross & Blackwell's Pickles and Sauces
English and Scotch Ale and Porter,
Canned Meats, Fruits, Soup, &c.
Navy Messes put up with care.
At No. 118 S. SECOND Street.
JOSHUA B. COUSTY.
ja28 1y

BEDDING EMPORIUM,
No. 9 S. SEVENTH Street.
MATTRESSES, MATTRESSES,
of Hair, Palm, Excelsior, and Husk.
FEATHER BEDS, BOLSTERS, AND PILLOWS,
WOOD AND IRON BEDSTEADS,
SPRING BEDS AND COTS.

N. B.—Repairing and renovating attended to with care and despatch. No. 9 S. SEVENTH Street. fe3-2m

MONEY, TO ANY AMOUNT, loaned upon Diamonds, Watches, Jewelry, Plate, Clothing, &c., at
JONES & CO.'S
OLD ESTABLISHED LOAN OFFICE,
Corner THIRD and GASKILL Streets,
Below Lombard.
N. B.—DIAMONDS, WATCHES, JEWELRY, GUNS, &c., FOR SALE AT
REMARKABLY LOW PRICES. jy14-1m

JOHN CRUMP,
CARPENTER AND BUILDER,
No. 213 LODGE STREET.
A large force of building mechanics of all branches always on hand. ap6-wfm6m

PROPOSALS.

ORDNANCE OFFICE,
WAR DEPARTMENT,
WASHINGTON, July 4, 1864.

Sealed Proposals will be received at this Office until MONDAY, July 25, at 4 P. M., for 100,000 sets of Infantry Accoutrements, calibre 58, to be delivered in the following quantities at the undernamed Arsenals, viz.:—

30,000 sets at the New York Arsenal, Governor's Island.
20,000 sets at the Frankford Arsenal, Bridesburg, Pennsylvania.
20,000 sets at the Allegheny Arsenal, Pittsburg, Pennsylvania.
20,000 sets at the St. Louis Arsenal, Missouri.
10,000 sets at the Watertown Arsenal, Massachusetts.

These Accoutrements are to be made in strict conformity with the new pattern sets, to be seen at the Arsenals above named, with the following exceptions, viz.:—The *shoulder belt* will be but two inches wide, and no shoulder belt-plate will be furnished; the inside flap of the cartridge-box and cap-pouch are to be left off, and the ears are to be sewn on the outer flap; the letters U. S., with a border, are to be stamped upon the cartridge-box, the same size and style as on the plate which it replaces; the cartridge-box is to be sewed with six (6) and the cap-pouch with ten (10) stitches to the inch. Separate bids will be received for the manufacture of these Accoutrements of *pure oak leather*, of *mixed tannage oak finish*, and all *hemlock*. The belts are to be of grained leather.

Samples of these Accoutrements can be seen at the above named arsenals on or about the 20th instant.

It is to be distinctly understood that this Department is to have the privilege of inspecting the work done under any contract it may award, in all stages of its progress, and especially to examine the stock before cutting. They are to be subject to inspection at the arsenal where delivered, before being received for the Government. None are to be accepted or paid for except such as are approved upon inspection.

Deliveries must be made in lots of not less than one-twelfth (1-12th) per week of the whole number contracted for. The first delivery to be made on the 15th day of August, 1864.

Failure to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.

The Accoutrements must be boxed in the usual manner; the boxes to be charged at cost, to be determined by the inspector.

Bidders will state explicitly the Arsenal or Arsenals where they propose to deliver, and the number of sets they propose to deliver at each place, if for more than one.

No bids will be considered from parties other than regular manufacturers, and such as are known to this Department to be fully competent to execute in their own shops the work proposed for. Should any party obtaining a contract offer Accoutrements other than those made in his own shops, they will be rejected, and the contract rendered null and void. The name and place of manufacture of each party obtaining a contract must be stamped on each part of each set of Accoutrements.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee, signed by two responsible persons, that in case his bid is accepted he will at once execute the contract for the same, with good and sufficient securities, in the sum equal to the amount of the contract, to deliver the article proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract they to make good the difference between the offer of said bidder and the next responsible bidder or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ———, in the county of ———, and State of ———, hereby, jointly and severally, covenant with the United States, and guarantee in case the foregoing bid of ——— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity to the terms of the advertisement dated July 4, 1864, under which the bid was made; and, in case the said ——— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said ——— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness:— } Given under our hands and seals this —— day of ——, 186—.
[Seal.]
[Seal.]

To this guarantee must be appended the official certificate above mentioned.

Each party obtaining a contract will be obliged to enter into bond, with approved sureties, for its faithful execution.

Upon the award being made, successful bidders will be notified and furnished with forms of contract and bond.

The Department reserves the right to reject any or all bids, if not deemed satisfactory, and especially those made by parties who have failed to make time deliveries under previous contracts without furnishing satisfactory reasons for such delinquency.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and endorsed "Proposals for Infantry Accoutrements."

GEO. D. RAMSAY,
Brig.-Gen., Chief of Ordnance.
jy8-mwf-7t

PROPOSALS FOR MORTAR SHELL.—
ORDNANCE OFFICE, WAR DEPARTMENT,
WASHINGTON, July 8, 1864.

Sealed Proposals will be received at this office until MONDAY, the 1st day of August, 1864, for 8-INCH MORTAR SHELL, to be delivered in the following quantities, at the under-named Arsenals, viz.:—

At Watertown Arsenal, Massachusetts, 5000.
At Watervliet Arsenal, New York, 10,000.
At New York Arsenal, Governor's Island, New York, 20,000.
At Allegheny Arsenal, Pittsburg, 10,000.
At Washington Arsenal, D. C., 5000.

These projectiles are to be made of the kind of metal, and inspected after the rules laid down in the Ordnance Manual; the tensile strength of the iron to be not less than 14 000 pounds per square inch.

Drawings can be seen at any of the United States Arsenals.

The projectiles are to be inspected at the foundry where cast, and are to be delivered at the Arsenals free of charge for transportation or handling.

Bidders will state the rate at which they will deliver.

Failures to make deliveries at a specified time will subject the contractor to a forfeiture of the number he may fail to deliver at that time.

Bidders will state explicitly the Arsenal or Arsenals where they propose to deliver, and the number of projectiles they propose to deliver at each place, if for more than one.

No bids will be considered from parties other than regular founders or proprietors of works, who are known to this Department to be capable of executing the work proposed for.

Should any party obtaining a contract offer shell other than those cast in his own foundry, they will be rejected, and the contract rendered null and void.

Form of bid can be obtained at the above-named Arsenals. Proposals not made out on this form will not be considered.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee signed by two responsible persons, that in case his bid is accepted, he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the article proposed, in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee, in case the foregoing bid of —— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity with the terms of this advertisement, dated July 8, 1864, under which the bid was made; and in case the said —— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said —— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness: { Given under our hands and seals this —— day of ——, 186—.
[SEAL.]
[SEAL.]

To this guarantee must be appended the official certificate above mentioned.

Each party obtaining a contract will be obliged to enter into bonds, with approved sureties, for its faithful execution.

Upon the award being made, successful bidders will be notified and furnished with forms of contract and bond.

The Department reserves the right to reject any or all bids if deemed unsatisfactory on any account.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and will be endorsed "Proposals for 8-inch Mortar Shell."

GEORGE D. RAMSAY,
Brigadier-General, Chief of Ordnance.
jy11-mwf10t

PROPOSALS FOR STEAM FIRE ENGINES.
ORDNANCE OFFICE,
WAR DEPARTMENT,
WASHINGTON, D. C., July 2, 1864.

Sealed Proposals will be received at this office until MONDAY, the 25th day of July, 1864, at 4 o'clock P. M., to furnish

Six (6) second or third class Steam Fire Engines, of perfect suction power, complete in all parts, with all the modern improvements combined, to be drawn by hand power, the weight not to exceed 4500 pounds when ready for service. The diameter of the reciprocating steam force pump to be about 4½ inches, capable of forcing one (1) stream of water from a 1⅛ inch nozzle averaging from 180 to 225 feet, and two (2) streams from a ⅞ inch nozzle averaging from 175 to 200 feet. These engines are to be supplied with tenders and hose carts of approved construction, with all the necessary fittings. They are to be subject to a rigid inspection by a United States inspector, and are not to be received or paid for until they have been thoroughly tried with a full head of steam under his directions.

GUARANTEE.

The bidder will be required to accompany his proposition with a guarantee signed by two responsible persons, that, in case his bid is accepted, he will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to deliver the article proposed in conformity with the terms of this advertisement; and in case the said bidder should fail to enter into the contract, they to make good the difference between the offer of said bidder and the next responsible bidder, or the person to whom the contract may be awarded.

The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney.

Bonds in a sum equal to the amount of the contract, signed by the contractor and both of his guarantors, will be required of the successful bidder or bidders upon signing the contract.

FORM OF GUARANTEE.

We, the undersigned, residents of ———, in the county of ———, and State of ———, hereby jointly and severally covenant with the United States, and guarantee in case the foregoing bid of ——— be accepted, that he or they will at once execute the contract for the same, with good and sufficient sureties, in a sum equal to the amount of the contract, to furnish the articles proposed in conformity with the terms of this advertisement, dated July 2, 1864, under which the bid was made; and, in case the said ——— shall fail to enter into a contract as aforesaid, we guarantee to make good the difference between the offer of the said ——— and the next lowest responsible bidder, or the person to whom the contract may be awarded.

Witness: } Given under our hands and seals, this —— day of ——, 186—.
[Seal.]
[Seal.]

To this guarantee must be appended the official certificate above mentioned.

These Engines are to be delivered at the place of manufacture. Upon the award being made the successful bidder will be notified, and furnished with forms of contract and bond. The Department reserves the right to reject any or all bids, if not deemed satisfactory.

Proposals will be addressed to "Brigadier-General George D. Ramsay, Chief of Ordnance, Washington, D. C.," and will be endorsed "Proposals for Steam Fire Engines."

GEO. D. RAMSAY,
Brigadier-General, Chief of Ordnance.
jy6-1mwf13t

OIL CLOTHS OF EVERY VARIETY,
manufactured and for sale by
BREWSTER, FLAVILL & CO.,
No. 204 DOCK Street, Philad.
jy8-1m*

PROPOSALS.

PROPOSALS FOR MATERIALS FOR THE Navy.

NAVY DEPARTMENT,
BUREAU OF STEAM ENGINEERING, July 10, 1864.

Sealed Proposals to furnish materials for the Navy for the fiscal year ending June 30, 1865, will be received at the Bureau of Steam Engineering, until 10 o'clock of the 12th day of August next, at which time the opening will be commenced.

Proposals must be endorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters, and directed to the Chief of the Bureau of Steam Engineering.

The materials and articles embraced in the classes named are particularly described in the printed schedules, any of which will be furnished to such as desire to offer, on application to the commandants of the respective yards, or to the Navy Agent nearest thereto, and those of all the yards upon application to the Bureau.

This division into classes being for the convenience of dealers in each, such classes only will be furnished as are actually required for bids. The Commandant and Navy Agent for each station will, in addition to the schedule of classes of their own yards, have a copy of the schedules of the other yards, for examination only, from which may be judged whether it will be desirable to make application for any of the classes of those yards. All other things being equal, preference will be given to articles of American manufacture.

Offers must be made for the whole of the class at any yard upon one of the printed schedules, or in strict conformity therewith, or they will not be considered.

Upon application to the Bureau, to the Commandant of any yard, or to any Navy Agent, the form of offer, of guarantee, and other necessary information respecting the proposals, will be furnished.

The contract will be awarded to the lowest bidder who gives proper guarantees, as required by the law of 10th August, 1846, the Navy Department reserving the right to reject the lowest bid, if deemed exorbitant.

The contracts will bear date the day the notification is given, and deliveries can be demanded from that date.

Sureties in the full amount will be required to sign the contract, and their responsibility certified to by a United States District Judge, United States District Attorney, Collector, or Navy Agent. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of each bill, approved in triplicate by the commandants of the respective yards, will be paid by the navy agent at the points of delivery, in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The following are the classes required at the respective navy yards:—

KITTERY, MAINE.

Class No 1, boiler iron, &c; No 2, pig iron; No 3, boiler felting; No 4, gum packing; No 5, sperm oil; No 6, linseed oil, &c; No 7, lard oil; No 8, metallic oil; No 9, tallow and soap; No 10, engineers' stores; No 11, engineers' tools; No 12, engineers' instruments; No 14, wrought iron pipe, &c; No 15, tubes; No 16, steel; No 17, iron nails, bolts and nuts; No 18, copper; No 19, tin, &c; No 20, white lead; No 21, zinc paint; No 22, colored paints; No 23, stationery; No 24, firewood; No 34, cotton waste, packing, &c; No 35, engineers' stores.

CHARLESTOWN, MASS.

Class No 1, boiler iron and rivets; No 2, pig iron; No 3, boiler felting; No 4, gum packing, rubber hose, &c; No 5, sperm oil; No 6, linseed oil and turpentine; No 7, lard oil; No 8, metallic oil; No 9, tallow and soap; No 10, engineers' stores; No 11, engineers' tools; No 12, engineers' instruments; No 13, steam pumps; No 14, wrought iron pipes, valves, &c; No 15, tubes; No 16, steel; No 17, iron nails, bolts, nuts, &c; No 18, copper; No 19, tin, zinc, &c; No 20, white lead; No 21, zinc paint; No 22, colored paints, dryers, &c; No 23, stationery; No 25, hickory and ash plank, and butts; No 26, white pine; No 34, hemp and cotton packing, &c; No 35, engineers' stores, &c.

BROOKLYN, N. Y.

Class No 1, boiler iron; No 2, pig iron; No 3, boiler felting; No 4, gum packing, rubber hose, &c; No 5, sperm oil; No 6, linseed oil, turpentine, alcohol, &c; No 7, lard oil; No 8, lubricating or metallic oil; No 9, tallow and soap; No 10, engineers' stores; No 11, engineers' tools; No 12, engineers' instruments; No 13, steam pumps; No 14, wrought iron pipes, valves, &c; No 15, tubes; No 16, steel; No 17, iron nails, bolts, nuts, &c; No 18, copper; No 19, tin, zinc, lead, &c; No 20, white lead; No 21, zinc paint; No 22, colored paints, dryers, &c; No 23, stationery; No 24, fire wood; No 25, hickory and ash plank and butts; No 26, white pine; No 27, black walnut and cherry; No 28, mahogany, white holley; No 29, lanterns; No 30, illuminating oil; No 31, drugs, pumps, &c; No 32, sour flour, &c; No 33, patented articles; No 34, cotton and hemp packing, &c; No 35, engineer stores.

PHILADELPHIA.

Class No 1, boiler iron, &c; No 3, boiler felting; No 4, gum packing, rubber hose, &c; No 5, sperm oil; No 6, linseed oil and turpentine; No 7, lard oil; No 9, tallow, soap, &c; No 10, engineers' stores; No 11, engineers' tools; No 12, engineers' instruments; No 14, wrought iron pipe, valves, &c; No 15, tubes; No 16, steel; No 17, iron nails, bolts and nuts; No 18, copper; No 19, tin, &c; No 20, white lead; No 21, zinc paint; No 22, colored paints and dryers; No 23, stationery; No 24, fire wood; No 34, cotton and hemp packing, &c; No 35, engineers' stores, &c.

WASHINGTON.

Class No 1, boiler iron, &c; No 2, pig iron; No 3, boiler felting, &c; No 4, gum packing, rubber hose, &c; No 5, sperm oil; No 6, linseed oil and turpentine; No 7, lard oil; No 8, lumber; No 9, tallow and soap; No 10, engineers' stores; No 11, engineers' tools; No 12, engineers' instruments; No 13, steam pumps; No 14, wrought iron pipes, valves, &c; No 15, tubes; No 16, steel; No 17, iron nails, bolts, nuts, &c; No 18, copper; No 19, tin, lead, and zinc; No 20, white lead; No 21, zinc paint; No 22, colored paints, dryers, &c; No 23, stationery; No 24, fire wood; No 34, cotton and hemp packing, &c; No 35, engineers' stores.
jy11-mtt

PROPOSALS.

PROPOSALS FOR HIDES, TALLOW, HOOFS, HORNS, CHUCKS, SHINS, AND TONGUES.
OFFICE DEPOT COMMISSARY OF SUBSISTENCE,
Washington, D. C., July 8, 1864.

Sealed Proposals, *in duplicate*, are invited until the 21st day of July, at 11 o'clock A. M., for Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues of all Government Cattle slaughtered within the ancient limits of the District of Columbia, for three months or more, from the commencement of the contract.

The above articles to be collected by the contractor and removed from the various places at which the cattle are killed at such times as may be designated by the officer in charge.

The number of Cattle used monthly vary from 1500 to 3000, and are now killed at Chain Bridge, Glesboro, Convalescent Camp, Washington, and Alexandria, but other places may occur within the prescribed limits where these articles will be required to be collected.

The contractor shall be liable for all the Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues coming from all the Government Beef Cattle slaughtered, unless it can be made satisfactorily to appear to the Subsistence Department that all due exertion, diligence, and care was made to obtain said articles.

Payment will be required every ten days in Government funds.

The bids will state the amount per animal for the articles referred to, and be accompanied by the following guarantee, certificate, affidavits of each guarantee, and oath of allegiance. Blank forms can be obtained on application to the undersigned.

PROPOSALS.

I, ——, of the State of ——, county of ——, offer, per head, for all Hides, Tallow, Hoofs, Horns, Chucks, Shins, and Tongues of all Government Beef Cattle killed within the ancient limits of the District of Columbia, —— dollars and —— cents (the amount to be in words and figures), subject to all the conditions of the advertisement herewith appended.

GUARANTEE.

We, the undersigned, residents of ——, in the county of ——, and State of ——, hereby jointly and severally covenant with the United States, and guarantee, in case the foregoing bid of —— shall be accepted, that he will, within five days after the acceptance of said bid, sign a contract for the prompt and faithful execution of the same, and that we will become his surety on a bond, in the sum of fifteen thousand dollars, for the performance of his contract in conformity with the terms of his proposal, and that in case the said —— shall fail to enter into a contract under the terms of the advertisement dated July 8, 1864, we guarantee to make good the difference between the offer made by said —— in the foregoing proposal and the next lowest responsible formal bidder, or the person to whom the contract may be awarded.

Witness: } Given under our hands and seals, this —— day of ——, 186—.
[SEAL.]
[SEAL.]

The responsibility of the guarantors must be shown by the official certificate of a *United States District Attorney* or *United States Judge*. The certificate must be in the following form:—

I hereby certify that from evidence entirely satisfactory to me the above-named guarantors are good and sufficient as sureties for double the amount for which they offer to be security.

To which each guarantor must make and append the following:—

OATH.

"State of ——, county of ——, before me, —— a —— in and for the county and State aforesaid, personally appeared ——, one of his sureties on the guarantee of ——, who, being duly sworn, deposes and says that he is worth, over and above all just debts and liabilities, the sum of thirty thousand dollars.

"Subscribed and sworn before me, this —— day of ——, 186—, at ——."

No bids will be considered unless made out in conformity with the above form, and are accompanied by the foregoing guarantee, certificate, and affidavits.

All bidders must forward with their proposals an oath of allegiance, unless one may be on file with the officer who shall open the bids, and no proposals not fully complying with the foregoing requirements, as well in fact as in form, will be considered or regarded as a proposal within the meaning of this advertisement.

The contractor will be held accountable for the Hides, Tallow, Hoofs, Horns, Chucks, &c., one week after the signing of the contract.

Bidders must be present at the opening of the bids to respond to their names, and all bids must be endorsed "Proposals for purchasing Hides, Tallow, Hoofs, Horns, Chucks, &c.," and be directed to the undersigned.

G. BELL,
Lieutenant-Colonel and C. S.
jy11-mwf5t

ASSISTANT QUARTERMASTER-GENERAL'S Office.
PHILADELPHIA, Pa., July 16, 1864.

Sealed Proposals will be received at this office until 12 o'clock M., on TUESDAY, the 19th of July, 1864, for the immediate delivery at the United States Storehouse, HANOVER STREET WHARF, of the following described Quartermaster's Stores:—

7000 pounds Harness Leather, best quality, slaughter hides, light sides, pure oak-tanned.
6000 Halter Chains, of 600 chain T's on one end, and plain on the other.
170 McClellan Saddles.
1000 Wall Brushes (10 knots.)
50 Farrier's Knives (Wostenholm's).

All of the above articles to be of the best quality of their several kinds, and subject to inspection.

Bidders will state price, both in writing and figures, quantity of each article bid for, and the shortest time required for delivery; price to include packages and delivery.

The ability of the bidder to fill the contract must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee, and said guarantee accompany the bid.

The right is reserved to reject all bids deemed too high, and no bid from a defaulting contractor will be received.

For further information bidders will call at the office, No. 1139 GIRARD Street.

By order of Colonel George H. Crosman, Assistant Quartermaster-General U. S. A.

GEORGE R. ORME,
Captain and A. Q. M.
jy16-2t

FRESH BEEF AND VEGETABLES.
NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
July 8, 1864.

Sealed Proposals, endorsed "Proposals for Fresh Beef and Vegetables," will be received at this Bureau until 3 o'clock P. M., on the 30th day of July inst., for the supply of 109,500 pounds of Fresh Beef and 100,000 pounds of Fresh Vegetables, at the Philadelphia Station, as required. The Beef and Vegetables must be of good quality, and the best the market affords, and each article must be offered for by the pound. The Beef to be in equal proportions, fore and hind quarters. Bond, with approved security, will be required in one-half the estimated amount of the contract, and twenty per cent. in addition will be withheld from the amount of each payment to be made, as collateral security for the due performance of the contract, which will, on no account, be paid until it is fully complied with.

Every offer must be accompanied by a written guarantee, signed by one or more responsible persons, that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the articles proposed.

No proposal will be considered unless accompanied by such guarantee, and by satisfactory evidence that the bidder is a regular dealer in the article proposed, and has the license required by law. jy9-7t

Evening Telegraph

MONDAY, JULY 18, 1864.

SOMEBODY'S DARLING.

Into a ward of the whitewashed halls,
Where the dead and dying lay,
Wounded by bayonets, shells, and balls,
Somebody's Darling was borne one day—
Somebody's Darling, so young and so brave,
Wearing yet on his pale, sweet face,
Soon to be hid by the dust of the grave,
The lingering light of his boyhood's grace.

Matted and damp are the curls of gold,
Kissing the snow of that fair young brow,
Pale are the lips of delicate mould—
Somebody's Darling is dying now.
Back from his beautiful blue-veined brow
Brush all the wandering waves of gold,
Cross his hands on his bosom now,
Somebody's Darling is still and cold.

Kiss him once for somebody's sake,
Murmur a prayer soft and low;
One bright curl from its fair mates take,
They were somebody's pride, you know;
Somebody's hand hath rested there,
Was it a mother's, soft and white?
And have the lips of a sister fair
Been baptized in the waves of light?

God knows best! he has somebody's love;
Somebody's heart enshrined him there;
Somebody's wafted his name above
Night and morn on the wings of prayer.
Somebody wept when he marched away,
Looking so handsome, brave, and grand;
Somebody's kiss on his forehead lay,
Somebody clung to his parting hand.

Somebody's waiting and watching for him—
Yearning to hold him again to their heart;
And there he lies with his blue eyes dim,
And the smiling child-like lips apart.
Tenderly bury the fair young dead,
Pausing to drop on his grave a tear;
Carve on the wooden slab at his head,
"Somebody's Darling slumbers here."

DIFFERENT MODES OF BURYING THE DEAD.

American and European Cemeteries.

From the National Quarterly Review.

Much might be said of our own cemeteries, several of which are undoubtedly very beautiful; but it is not our habit to state facts to our readers with which they are supposed to be familiar themselves. Suffice it, therefore, to remark, in general terms, that the principal cemeteries of New York, Philadelphia, Baltimore, and Boston, compare favorably with the best in Europe. Those of European cities are, indeed, adorned with finer specimens of sculpture and architecture; in this respect ours are vastly inferior to any of the larger European cemeteries; but in the scrupulous care and taste displayed in arranging them, and the affectionate and reverent attention paid from time to time by individuals to the tombs of their friends, they are worthy of comparison with those of Paris and Vienna.

It is worthy of remark that our cemeteries are modelled, not on those of England, but those of the Continent; what is, perhaps, more remarkable still, we have taken the Catholic cemeteries as our models much more than the Protestant; although nowhere else are two styles more closely blended. England has adhered to the old Puritanical style longer than any other nation. She has also adhered longer to the intramural custom. Even at the present day three-fourths of the grave-yards are situated within the precincts of her cities and towns—often in the most populous streets.

This is to be attributed, however, more to the prejudices of the masses than to any carelessness in regard to the public health on the part of the ruling classes. It is alleged that the clergy are also to blame; if they have had any hand in retaining the graveyards in the hearts of the large cities, they are much more to blame than the common people, because they understand better than the latter what the effects of intramural interments are on the health of those living near the graveyards. As to the reason assigned for them adhering to the old system, we are unwilling to believe that there is any foundation for it. We allude to the charge that they are influenced by the important perquisites which they derive from the city graveyards.

That the ministers of the most wealthy church establishments in Christendom should deliberately encourage what they know to be pernicious to health, merely that they may be able to make additions to salaries already more than ample, would argue a state of depravity which we should be sorry to think any Christian sect reduced to. We prefer, therefore, to believe that the masses have had such slender advantages for obtaining wholesome instruction of any kind—fewer advantages than any other people in Europe except the Russians, and one or two other nationalities—that they have been unwilling to abandon the old superstition of thinking that in order to be near heaven their remains at least must be near the church.

This was the belief of the Puritans of Cromwell's time; they had also the notion that grief for the dead, if any should be evinced at all, should assume a certain definite form, and that anything differing from this was a grievous sin. The most eminent divines have sought in various ways to banish these superstitions; but much of the work is yet undone after the lapse of two centuries. Jeremy Taylor has both superstitions in his mind, and is anxious to remove them as soon as possible, when he makes use of the following pertinent and forcible remarks:—"Solemn and appointed mournings are good expressions of our dearness to the departed soul, and of his worth, and of our value of him; and it hath its praise in nature and in manners, and in public customs; although the praise of it is not in the gospel, that is, it hath no direct and necessary uses in religion. For if the dead did die in the Lord, then there is joy to him; and it is an ill expression of our affection and our charity to weep uncomfortably at a change that hath carried our friend to a state of high felicity. Something is to be given to custom, something to fame, to nature, and to civilities, and to the honor of the deceased friend; for that man is esteemed miserable for whom no friend or relative sheds a tear, or pays a solemn sigh. So far is piety; beyond it the ostentation and bragging of grief, or a design to serve worse ends. I desire to die a dry death, but I am not desirous to have a dry funeral. Some flowers sprinkled would be well and comely; and a soft shower, to turn those flowers into a springing memory or a fair rehearsal, that I may not go out of my doors as my servants carry the entrails of beasts."

Thus Taylor, like many other enlightened minds, would allow the friends of the deceased to consult their own tastes or wishes to a greater or less extent, and the Puritans thought him a hopeless sinner accordingly. The closing remark we have quoted from him will be the better understood if it is remembered that the Puritans regarded the use of flowers at a funeral as a renewal of the Pagan sacrifice to the manes, especially if they were placed on the grave, or the tomb. The poet Butler has admirably satirized these silly notions in his Hudibras; and Crabbe has done similar service to the cause of religion and morality in showing that, while at the beginning the Puritans were opposed to all external signs of mourning, in the course of a few years they ran into the other extreme, and thought no one on the right road to Heaven, whose remains were not accompanied to the grave by a certain amount of sable garments and other external marks of pious grief, a notion which is by no means entirely exploded at the present day.

The fact that popes, cardinals, and bishops, had at different times prohibited intramural burial, would have been quite sufficient by itself, in the opinion of the author of Hudibras, to induce the Puritans to persist in it, and the same charge is made by Pascal against the Huguenots. We are informed that as soon as the latter learned that Pius V had issued a bull against needless or excessive expenses at funerals, and against the interment of the wealthy, or privileged, more than the poor, in churches, that they were suddenly seized with the idea that the more expense the more holiness, as well as the more honor. They insisted that the Pope could mean nothing good by preventing burial in churches, and only permitting the erection of marble cenotaphs, and even those only on conditions, that under no pretence should they contain the remains of those in whose honor they were erected. What is wrong is always more likely to be imitated than what is right, even by those who ought to know better; such proved to be the case in this instance. The Catholics soon began to ask each other why it was not better for them also to be buried in the church, or, at least, as near it as possible. Surely, said they, if it is good for the Huguenots to be buried in their heretical churches, it cannot be otherwise than good for us to be buried in churches that are truly consecrated.

It was to check the renewed tendency to intramural burial, thus caused, that Stephen Charles de Lomenie de Brienne, Archbishop of Toulouse, issued his pastoral letter, in which he reviewed thirteen other ordinances, issued in France alone from 1590 to 1721, against intramural burial. The Archbishop understood human nature better than to adopt any compulsory language in so delicate a case; he preferred to appeal to the common sense and understanding of all classes. "If inhumation around churches," said he, "is to be encouraged, can it be expected that the citizens will be healthy? If priests and laymen distinguished for piety, are to be buried within, who shall judge of this piety, or who presume to refuse their testimony? If the quality of founder or benefactor is a title, what rate shall fix the privilege? If the right is hereditary, must not time multiply the evil to excess and will not our churches be crowded beyond endurance? If distinctions of rank are to exist after death, can vanity know any limitation of judgment? If those distinctions are to be procured for money, will not vanity lavish riches to procure them? And would it be proper for the Church to prostitute wealth as an honor only due to such as have been rendered worthy by the grace of God?" Having thus adduced unanswerable arguments against the pernicious custom, the Archbishop proceeds:—

"We are disposed, dearly beloved brethren, to show all possible moderation in this necessary reformation; though charged to be strict in the discharge of our pastoral duties, we are allowed a discretionary power, and can consult your habits, your opinions, and even your prejudices, and all that may conciliate your interests with the glory of God; but woe to us, if, blinded by weakness, we lose sight of the experience of past ages, and suffer things still to continue that have till now served, and can only serve, to perpetuate disorder."

In this country intramural burial has but few advocates—a fact we need only allude to as affording an additional proof of the good common sense of our people. The large majority are in favor of burying their dead, not without the city, but quite a considerable distance from it. In instances, indeed, this feeling is carried to an extreme; Greenwood Cemetery is rather far from New York to suit the poorer classes of our citizens; yet there are others, at least one or two, that are still more inconvenient, nearly, if not quite, twice as far.

The chief defect in American cemeteries is an air of gayety which, were it not for the tombs and new-made graves, would be much more suggestive of pleasure-grounds for the living, than of the last resting places of the dead. There is no lack of trees in our graveyards, but they are seldom of the right kind. One-fourth as many as there are, if well selected, would be vastly more suitable. It is not natural, but the reverse, that a cemetery should be like a garden. To the dead it is all the same what kind of trees grow over their graves, their only use consists in their moral effect on the living. Then the question is, ought this effect to be solemn, or otherwise? Far be it from us to maintain that we should be taught to regard death with horror, since it is as natural for us to die as to be born. But there should be something in the abode of the dead calculated to awaken solemn thoughts in the living, to remind them that their time is approaching.

In short, the church-yard should have an air of desolation rather than of luxuriant and vigorous growth, vegetable growth only though it be. Two or three suitable trees, therefore, would be better than fifty. These few might be yews, or cypresses, or cedars, or a mixture of the three kinds. The vine and the fig tree might be used with good effect, but sparingly, for they are appropriate, if not sacred, types. Any of those which we have mentioned is much more suitable than either the weeping-willow or the ivy; both of which are pagan types of such a character as would be readily rejected by every Christian.

But more bad taste is shown in the planting of flowers in graveyards than by any other means, with the sole exception of those silly epitaphs, which read as if their design were to excite ridicule and contempt. The fewer flowers we plant over our friends' graves the better, if we do not wish to seem as if we triumphed in their death. There is, indeed, no impropriety in planting the rose of Sharon, or the wild vine of America beside the grave of those dearest to us. No improper idea is associated with either of these: on the contrary, both are suggestive of what is at once pure and hopeful; but when many other kinds are added indiscriminately, as is too often the case, the profusion is suggestive of nothing else but thoughtlessness and bad taste.

As for burning the dead, it has few advocates at the present day in any part of Christendom, for the strongest arguments in its favor have been set aside by the general adoption of intramural burial. Were there no alternative but either to establish burial-grounds in the hearts of our populous cities, or have recourse to burning them, indeed, the latter might be preferable, as not so injurious to the public health as the former. Were we to exclude religious considerations altogether, there would still remain the fact that it is not philosophical to burn the dead, since it is a violent means of hastening that dissolution which is the proper work of nature. When science is to be benefited by the immediate destruction of a corpse, then, generally speaking, there should be no objection to it; but when the motive for destruction is simply to guard against the disagreeableness or possible danger of decomposition or putrefaction, the question presents a different aspect. We cannot prevent the decay of vegetable matter, which, according to the most eminent physicians and chemists, is much more dangerous to health than that of animal matter. In short, we cannot save ourselves from decay; it is the law of our nature, and we have to abide by it; why, therefore, should we be so fastidious as to use violent means to destroy what even in its inanimate state—as long as the face remains—has still something in it that reminds us of the Creator? But it was not our intention to discuss the merits of any particular burial custom. All we meant was to give the readers a glance at the different modes of interment, and the accompanying ceremonies practised by those ancient and modern nations, who are most unlike, as well as most like, each other in their ethnological characteristics. We have been led to believe that this would not prove uninteresting, since, let mankind say what they will of their dissolution, it is a subject to which none are altogether indifferent. If anything can teach us to be modest or restrain our vanity, it is the contemplation of what man in this life is sure to come to sooner or later, and how effectually death brings all that is mortal of the greatest conqueror to the level of the humblest dependent.

AN OLD CHAPTER IN ENGLISH COOKERY.

Some years since, when a discussion arose in the newspapers on the art of giving dinners, it struck us as a rather singular circumstance that none of the disputants recommended a reference to the *arcana* of cookery during the luxurious dinner-times of bygone ages, to supply them with some hint which would throw a little variety into the stereotyped unappetizedness of modern banquets. History furnishes us with no end of *renaissances*. There has been a *renaissance* of sculpture, *renaissance* of architecture, a *renaissance* of painting, and of art in each of its different branches; why not, then, a *renaissance* in the art of cooking and feeding?

But as the word *renaissance* means in itself the re-existence of something which has already flourished in perfection, we must guard against misconception by limiting the area to which the habitual diner-out and the dyspeptic gastronome, whose digestion revolts at such plebeian coarseness as the roast and boiled beef and mutton of the present day, should have recourse for relief. We have no idea of sending them either to the records of the gluttonous feasts of the Roman Empire, where the tongues of canary birds, and the roes of lampreys fattened on human flesh, ministered to the cravings of diseased appetites. By no means! We would invite them to try nearer home; namely, to the times in our own country when hospitality was dispensed on the largest scale, and when the art of the table was cultivated luxuriously, but not gluttonously.

If an act of Parliament were to be passed now restraining the rich from giving dinners which were too luxurious, we might fairly assume that a considerable number of the dishes in vogue at such banquets must be uncommonly good to eat. Yet in the thirty-fourth year of Henry III such an act was actually passed—with little result, it is true, but the fact is the same—and it is consequently to the cookery of the succeeding six reigns, when the Black Prince feasted his royal prisoner, John II—the days that followed upon Crecy, Poictiers, and Agincourt—the days of Chaucer, and of Sir John Falstaff—that we counsel our *blasé* diner-out, and our despondent dyspeptic, to fly for consolation.

With this view we cull a few flowers from the cookery garden of that period, premising that though they are necessarily but a few, they will give an insight into the subject as interesting to the archaeologist as to him whose palate is more nearly interested in so momentous an inquiry.

First, here is a famous old English dish eaten with great gusto during the reigns of the three Edwards and of the second Richard, both the name and receipt for which is remembered only by antiquaries. It was called "Cokagrys," and the following is the way in which it was made:—

"Take an old cock and pluck him, and skin him all but the legs, and fill him full of the same stuffing" (this probably refers to one given in a recipe just preceding, which we will describe in a moment); "also take a pig and skin him from the middle downwards, and fill him all full of the same stuffing, and sew them fast together and boil them" (*i. e.*, the cock and the pig); "and when they shall have boiled a good while take them up, and do them on a spit and roast them well; and take yolks of eggs, and add thereto saffron, and baste them with therewithal; and when they are roasted, dish them up, and garnish them with gold and silver foil." The stuffing to be used for this notable dish consisted of pig's liver minced small, with pepper, powdered cloves, cinnamon, and currants, which might be used in its then state, or made into forcemeat balls (by the aid of whites of eggs) and roasted. Now, we ask, is no one patriotic enough to essay this dish, if only to see how the pig and the cock look when served up together according to the foregoing directions?

Another curious dish of about the same period, equally tantalizing, deserves mention. It is called "Raffoils," and is made thus:—"Take swine's flesh, boil it and chop it small, and put thereto yolks of eggs, and mix it well together, and make it right 'souple,'" (*i. e.*, easy to stir) "and put thereto a little minced lard, and grated cheese, and powdered ginger and cinnamon; then take and make balls thereof as large as an apple, and wind them in the flare of the swine, each ball by itself; then make a coffin of paste of the shape of it" (we presume the whole mess combined), "place him therein and bake him, and when all is baked, take yolks of eggs, beat them up well in a vessel, put thereto sugar and good powder" (query, flour), "and color it with saffron, which pour over it and then serve up." What would not the late M. Soyer have given for such a dish! Think what a demand there would have been upon the culinary department of the clubs! but we live in a truly degenerate age.

The French truly know what is what when they stimulate their appetites with a fricassee of frogs, and we flatter ourselves that even our ancestors of the fourteenth century would not have turned up their noses at a whitebait dinner at Greenwich. But where shall we taste the rich flavored "Flampoynts" and the delicate "Darysalls," with its boxes of divers colors, containing almond cream and "goale fat cheese and egges?" Above all, why are we to be denied "Pomedorry?"

Let us, by the way, imagine "Pomedorry," if there is no living cook who is clever enough to make it. "Take beef and cut it small, all raw, and cast it in a mortar and pound it, but not too small; take saffron and pound it therewith; when it is ground take the white of an egg, so as it be not too stiff. Throw into the beef ground pepper, old raisins, and some currants; put on a pan of clean water, and make pellets (balls) of the beef, and when the water and the pellets are well boiled, place the whole aside and let it cool; then put it" (we presume the pellets, or balls, or *rissoles*, as we should term them), "on a spit" (or skewer), "and roast it, basting it with yolks of eggs, and then serve up." This is "Pomedorry;" once considered a great delicacy, though we doubt whether it ever held the place in the estimation of gastronomists which did that of "Pondorroge," a viand that must clearly have been reserved for the upper ten thousand, who dined with the Rose of Raby, or were invited to join the supper parties of madcap Prince Hal. The opening of this recipe runs as follows:—

"Take partridges with long fillets" (cutlets) "of pork, all raw, mince them well small, and bray them in a mortar, and when they be well brayed, put thereto a good plenty of powder and yolks of eggs; and afterwards make thereof a stuffing, each piece being of the form and size of an onion; then boil them in good beef or pork broth; then let them cool; then put them on a hazel spit, and place them before the fire to roast; afterwards make good batter of flour and eggs, one batter white and the other yellow, adding thereto a good plenty of sugar; then take a feather on a stick, and take some of the batter and paint it on the apples (*i. e.*, the balls of stuffing), so that one be white and the other yellow well colored. It would require a considerable amount of imagination for any one to try and realize the merits of such a preparation as the above, unless he was determined to test it practically. Those who take an interest in the subject would do well to adopt the latter course.

Two other dishes only out of a vast mass, all remarkable for their quaintness and their combinations, do we propose to give the reader in this paper. The first refers to the mode of making swans edible, birds which, as gastronomic favorites of bygone days, have almost a classical claim on our attention, though without the aid of a consummate *chef de cuisine* it is impossible to conceive anything more hard or tasteless; while the second is an extract from the "Liber Cure Coquorum," a cookery book in verse, in use in the fourteenth century, to be found in the Sloane MS. Reverting, then, to the first mentioned, which is entitled, "Chaudern for Swannes," we have this singular composition:—

"Take the liver and all the offal (perhaps this means the giblets), clean it and boil it, and when it is boiled take it up and the bones out, clean and dress the liver and all the entrails and chop the best; then take bread steeped in broth, and strain it with the blood and broth through a strainer; then put it in a pot and let it boil, and add thereto wine and a little vinegar and ground pepper, cloves, and ginger, and serve it up."

In a MS. book of ancient cookery, found in the library of the Royal Society, the prose version of the same recipe is given as follows:—

"Take clean wheat and bray it well in a mortar, so that the husks go clean off, then boil it in clean water until it break, then take it up and let it cool, and when thou wilt dress it, put it in a pot and add thereto good broth and cow milk or milk of almonds, and color it with saffron, and take raw yolks of eggs and beat them well up and put them in the pot, but let it not boil afterwards, then serve it up."

The Children of Arnold, the Traitor.

Mrs. Arnold, wife of Benedict Arnold, died in London in 1804, in her 74th year. Of her children, Mr. Sabine, in his new edition of "The American Loyalists," which will soon be published, has collected the following account:—

"Mrs. Arnold was the mother of four sons and one daughter, namely: Edwin Shippen, who was a Lieutenant in the Bengal cavalry, who was paymaster of Matra, and who died in India in 1818; James Robertson, of whom presently; George, who was a lieutenant-colonel in the Bengal cavalry, and who died in India in 1828; William Fitch, who, a magistrate in the county of Bucks, England, and late a captain in the lancers, married the only daughter of Captain Ruddach, of the Royal Navy, and who, the father of six children, was living in 1855; and Sophia Matilda, the wife of Col. Powall Phips of the East India Company service, who was also living eight years ago, and the mother of one son and two daughters.

A word, in conclusion, of the most distinguished son: James Robertson Arnold entered the corps of Royal Engineers in 1798. He served two years at Bermuda, and from 1818 to 1823 commanded the engineers in Nova Scotia and New Brunswick. After the accession of William IV., he was one of His Majesty's aids. While in the provinces just named, he visited his father's house—King street, St. John—and, as I have often been told, "threw himself into a chair and wept like a child." He expressed a wish to see his mother's family in the United States; but added, "I suppose I should be insulted on account of my father," &c. A gentleman who was in service with him, and an intimate acquaintance, speaks of him in terms of high commendation; and relates that he was a small man, with eyes of remarkable sharpness, and in features thought to resemble his father. His wife was Virginia, daughter of Bartlett Goodrick of the Isle of Wight. In 1841, he was transferred from the engineers, and appointed a Major-General, and a Knight of the Hanoverian Guelphic Order. He died in London, December, 1852.

The Oldest Iron Ship.

We find this statement in the London *Engineer*:—"The *Richard Cobden*, said to be the oldest iron ship afloat, has entered the Brunswick graving dock, for the purpose of having her bottom cleaned and painted. She is now twenty years old, and has made twenty successful voyages to the East Indies; notwithstanding some rough usage, she has never made a drop of water, and her plates are apparently as sound as ever. On one occasion she took an entire cargo of iron from London to the East; while on her first voyage she ran aground and flattened her bottom to the extent of over three inches on one side of the keel. She commands the highest freights in Bombay, and her owners are so satisfied with her seaworthiness that they do not effect any insurance upon her. The cost of her repairs hitherto has been merely nominal. Messrs. Dalby & Co., the principal owners of the Coalbrookdale Iron Works, gave the order for her construction twenty-one years ago, to Messrs. J. Hodgson and Co., of Liverpool, for the purpose of testing the capabilities of iron as a shipbuilding material. The result is evident, and while the *Richard Cobden* is still as serviceable as ever, there is now no less than 70,000 tons of iron shipping in Liverpool alone."

The Explosion at Tripoli.

Telegrams have reached Malta, from Tripoli, announcing the explosion there on the 30th of May, at 2:30 P. M., of a Government powder magazine, from the effects of which 517 persons lost their lives, of which number 500 were Ottomans. So severely did the shock affect the dwellings in the town, that the inmates had in great part abandoned them and sought safety on board the ships in port. The telegraph station suffered damage, and ceased working, after communicating the intelligence to Malta, until such time as the rubbish could be removed from off the instruments. Of the Europeans only twelve laboring Maltese and Jews were among the victims. No other particulars are as yet known. A subsequent telegram from the Governor of Tripoli reports the killing as not exceeding one hundred and fifty, with the destruction of the Spanish fort, the Custom-house, and adjacent stores. The British Consulate has also suffered, two 18-pound shot having fallen through the roof. Had the accident happened some few days before, when much more powder was in the fort, the entire town would have been destroyed.

BORN NOT TO BE DROWNED, BUT HANGED.—A reference to the *Navy Register* will show that the pirate Semmes, in 1846, had an equally narrow escape from a watery grave as was the case with the *Alabama*. We there learn that he commanded the brig *Somers*, that went down off Vera Cruz, taking with her thirty-two out of the fifty men that composed her crew. Semmes was picked up in the last state of exhaustion by a boat that had gone back the second time, against the remonstrances of others, who supposed that all the possible survivors had been saved. Semmes was not born to meet his death on the ocean. He is reserved to dance on nothing.

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EXPLOSIONS.—LET EVERY MAN WHO owns a Steam Boiler read this notice.
Ashcroft's Low Water Detector never fails to give from one-half to two hours' warning, as desired, that the water is getting low in the boiler, and that danger is approaching. The instrument requires no care, and is warranted in every instance.
Also, Steam and Water Gauges, with Scotch glass tubes, self-cleansing gauge-cocks, &c.
Send for circular containing Philadelphia letters and circulars. AUGUSTUS S. BATTLES,
jy8-1m No. 24 N. SIXTH Street.

CLERK'S OFFICE, COMMON COUNCIL.—
Philadelphia, July 5, 1864.
In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the 30th day of June, 1864, the annexed bill, entitled
"AN ORDINANCE
TO AUTHORIZE AN ADDITIONAL LOAN TO MEET THE EXPENSES INCIDENT TO THE DEFENSE OF THE CITY, AND FOR OTHER PURPOSES,"
Is hereby published for public information.
WM. F. SMALL,
Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE AN ADDITIONAL LOAN TO MEET THE EXPENSES INCIDENT TO THE DEFENSE OF THE CITY, AND FOR OTHER PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor is hereby authorized to borrow at not less than par, on the credit of the corporation, such sums of money as may be required by the City Treasurer, from time to time, to provide for the families of volunteers from the city of Philadelphia in the service of the United States, and for the defense of the city, not exceeding in the whole the sum of five hundred thousand dollars; for which interest not to exceed the rate of six per cent. per annum shall be paid half yearly, on the first days of January and July, at the office of the City Treasurer.

The principal of the said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before without the consent of the holders thereof, and certificates therefor, in the usual form of such certificates of City Loans, shall be issued in such amount as the lenders may require, but not for any fractional part of $100, or if required, in amounts of five hundred or one thousand dollars, and it shall be expressed in said certificates that the said loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue hereof there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates, so issued, shall be appropriated quarterly out of the income and taxes to a sinking fund, which fund, and its accumulations, are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION
AUTHORIZING THE CLERK TO PUBLISH THE ORDINANCE.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers in this city, daily for four weeks, the ordinance presented to Common Council, at a stated meeting thereof, held on the 30th day of June, 1864, entitled
"An Ordinance to Authorize an Additional Loan to meet the expenses incident to the defence of the City, and for other purposes."
And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each said newspapers for every day in which the same shall have been made. jy9-4w

CLERK'S OFFICE, COMMON COUNCIL,
PHILADELPHIA, July 5, 1864.
In accordance with a resolution adopted by the Common Council of the City of Philadelphia, on Thursday, the 30th day of June, 1864, the annexed bill, entitled
"AN ORDINANCE
TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES."
Is hereby published for public information.
WM. F. SMALL,
Clerk of Common Council.

AN ORDINANCE
TO AUTHORIZE A LOAN
FOR SCHOOL PURPOSES.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain—

That the Mayor is hereby authorized to borrow at not less than par on the credit of the corporation, the sum of one million dollars to provide for the erection, extension, and completion of buildings for school purposes in the First School District of Pennsylvania, for which interest not to exceed the rate of six per centum per annum, shall be paid half-yearly, on the first days of January and July, at the office of the City Treasurer.

The principal of the said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before without the consent of the holders thereof, and the certificates therefor, in the usual form of the certificates of City Loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the said loan therein mentioned, and the interest thereof, are payable free from all taxes.

Section 2. The amount of said loan shall be appropriated, distributed and apportioned for the purposes and in amounts as follows, to wit:—

Item 1. To the several school sections nine hundred and thirty-four thousand [illegible] hundred dollars, as follows:—
First Section, forty thousand dollars;
Second Section, thirty-five thousand dollars;
Third Section, thirty thousand dollars;
Fourth Section, thirty-five thousand dollars;
Fifth Section, sixty thousand dollars;
Sixth Section, thirty thousand dollars;
Seventh Section, fifty-three thousand dollars;
Eighth Section, fifty-eight thousand dollars;
Ninth Section, forty thousand dollars;
Tenth Section, twenty-five thousand dollars;
Eleventh Section, thirty-eight thousand five hundred dollars;
Twelfth Section, thirty-four thousand dollars;
Thirteenth Section, thirty-eight thousand dollars;
Fourteenth Section, fifty thousand dollars;
Fifteenth Section, twenty-five thousand dollars;
Sixteenth Section, twenty thousand dollars;
Seventeenth Section, forty-five thousand dollars;
Eighteenth Section, thirty-five thousand dollars;
Nineteenth Section, twenty thousand dollars;
Twentieth Section, seventy-five thousand dollars;
Twenty-first Section, twenty thousand dollars;
Twenty-second Section, eleven thousand dollars;
Twenty-third Section, fourteen thousand dollars;
Twenty-fourth Section, sixty-eight thousand dollars;
Twenty-fifth Section, twenty-three thousand dollars;
Twenty-sixth Section, twenty thousand dollars.

Item 2. To reimburse the City Treasury, for appropriations already made, chargeable to this loan, forty-nine thousand nine hundred and eight dollars.

Item 3. For contingencies, fifteen thousand five hundred and ninety-two dollars.

Section 3. Whenever any loan shall be made by virtue hereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates shall be appropriated quarterly out of said income and taxes, to a sinking fund, which fund and its accumulations are hereby specially pledged for the redemption and payment of said certificates.

RESOLUTION
TO PUBLISH A LOAN BILL
FOR PUBLIC SCHOOLS.

Resolved, That the Clerk be authorized to publish in two daily newspapers of this city, for four weeks, the ordinance presented to Common Council on Thursday, June 30, 1864, entitled—
"AN ORDINANCE
TO AUTHORIZE A LOAN FOR SCHOOL PURPOSES;"
And the said Clerk, at the stated meeting of Councils, after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. jy9-4w

PENN STEAM ENGINE AND BOILER Works.—NEAFIE & LEVY, Practical and Theoretical Engineers, Machinists, Boiler-makers, Blacksmiths and Founders, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, &c. &c., respectfully offer their services to the public as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and low pressure, Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron, Forgings, of all sizes and kinds; Iron and Brass Castings of all descriptions; Roll-turning, Screw-cutting, and all other work connected with the above business.
Drawings and specifications for all work done at this establishment free of charge, and work guaranteed.
The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy and light weights.
JACOB C. NEAFIE,
JOHN C. LEVY,
jy2-tf BEACH and PALMER Streets.

BRIDESBURG MACHINE WORKS,
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLEN MILLS,
Including all recent improvements in Carding, Spinning, and Weaving.
We invite the attention of manufacturers to our extensive works.
ja11-tf ALFRED JENKS & SON.

GOLD'S IMPROVED STEAM AND WATER HEATING APPARATUS,
For Warming and Ventilating Public Buildings and Private Residences.
Manufactured by the
UNION STEAM AND WATER HEATING COMPANY OF PHILADELPHIA.
JAMES P. WOOD,
No. 41 S. FOURTH Street.
mh29-6m B. M. FELTWELL, Superintendent.

NET CASH DRUG HOUSE.
WRIGHT & SIDDALL
No. 119 Market Street
BETWEEN FRONT AND SECOND STREETS.
C. W. WRIGHT. F. G. SIDDALL.
DRUGGISTS, PHYSICIANS,
AND
GENERAL STOREKEEPERS,
Can find at our establishment a full assortment of Imported and Domestic Drugs, Popular Patent Medicines, Paints, Coal Oil, Window Glass, Prescription Vials, &c., at as low prices as genuine first-class goods can be sold.
FINE ESSENTIAL OILS
For Confectioners, in full variety, and of the best quality.
Cochineal, Bengal Indigo, Madder, Pot Ash, Cudbear, Soda Ash, Alum, Oil of Vitriol, Annatto, Copperas, Extract of Logwood, &c., FOR DYERS' use, always on hand, at lowest net cash prices.
PURE SPICES FOR FAMILY USE,
Ground expressly for our sales, and to which we invite the attention of those in want of reliable articles.
Also, *INDIGO, STARCH, MUSTARD, &c., of extra quality.*
Orders by mail, or city post, will meet with prompt attention, or special quotations will be furnished when requested.
WRIGHT & SIDDALL,
Wholesale Drug Warehouse,
ja11-1y No. 119 MARKET Street, above Front.

BLANK BOOKS AND STATIONERY.—BANKS, BANKERS, MERCHANTS, MANUFACTURERS, RAILROAD COMPANIES, &c.,
Will find it to their interest to order from the undersigned
BLANK BOOKS,
PAPER, AND STATIONERY,
All kinds for Business, Professional, and Private use.
For sale at moderate prices by
WILLIAM MANN,
Stationer, Printer, and Blank Book Manufacturer,
No. 43 S. FOURTH Street.
ap22-3m Philadelphia.

RAILROAD LINES.

1864. CAMDEN AND ATLANTIC RAILROAD. 1864.
SUMMER ARRANGEMENT.
THROUGH IN TWO HOURS!!!
Four trains daily to Atlantic City.
On and after MONDAY, July 4, trains leave Vine street Ferry as follows:—
Mail, 7·30 A. M.
Freight, with passenger car attached, 9·15 A. M.
Express (through in 2 hours) 2·00 P. M.
Atlantic Accommodation, 4·15 P. M.
Junction Accommodation, 5·30 P. M.
RETURNING LEAVES ATLANTIC,
Accommodation (Atlantic) 5·46 A. M.
Express, 7·05 A. M.
Freight, 11·50 A. M.
Mail, 4·48 P. M.
Junction Accommodation, 6·22 A. M.
Fare to Atlantic, $2·00. Round Trip Tickets (good only for the day and train on which they are issued) $3·00.
EXTRA HADDONFIELD TRAINS.
Leave Vine street 10·15 A. M. and 1·00 P. M.
Leave Haddonfield 1·45 P. M. and 2·45 P. M.
ON SUNDAYS
Mail train for Atlantic leaves Vine street 7 30 A. M.
Leaves Atlantic 4·48 P. M.
je30-tf JOHN G. BRYANT, Agent.
The bar which was made last year has entirely disappeared, leaving the beach one of the most delightful on the coast.

NORTH PENNSYLVANIA RAILROAD.—For BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, WILKESBARRE, WILLIAMSPORT.
SUMMER ARRANGEMENT.
ADDITIONAL TRAINS.
On and after MONDAY, June 13, 1864, Passenger Trains will leave the new Depot, THIRD Street, above Thompson street, Philadelphia, daily (Sundays excepted), as follows:—
7 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Williamsport.
9·15 A. M. (Accommodation) for Doylestown.
10·15 A. M. (Accommodation) for Fort Washington.
3 P. M. (Accommodation) for Doylestown.
3·45 P. M. (Express) for Bethlehem, Easton, &c.
4·15 P. M. (Mail) for Doylestown.
5·15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.
6·15 P. M. (Accommodation) for Lansdale.
11 P. M. (Accommodation) for Fort Washington.
TRAINS FOR PHILADELPHIA
Leave Bethlehem at 6·30 A. M., 9·30 A. M., and 6·07 P. M.
Doylestown at 6·40 A. M., 3·45 P. M., and 7 P. M.
Lansdale at 6 A. M.
Fort Washington at 11 25 A. M. and 2 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No 113 S. THIRD Street.
je13 ELLIS CLARK, Agent.

PHILADELPHIA AND TRENTON AND CAMDEN AND AMBOY RAILROAD COMPANIES.
NOTICE.
On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensington Depot, Philadelphia, at 2·12 A. M. (Night), and 2·30 P. M., and the trains leaving New York at 8 A. M. and 7·30 P. M., will hereafter be run exclusively for the United States Mails and New York and Washington Passengers, and will not take in nor let out any passengers between said cities.
The 10 A. M. and 12 Midnight Lines from New York to Washington, and the 11·15 A. M. and 5 P. M. Lines from Washington to New York, will continue as at present, and carry passengers to and from the intermediate stations and Baltimore, Washington, and New York.

ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.
Lines leave Philadelphia, from Kensington Depot, at 11·15 A. M., 4·30 and 6·45 P. M. and 12·30 midnight, and from Walnut Street Wharf (via Camden), at 6 and 8 A. M., 12 M., 2 and 6 P. M., for New York.
And leave New York, from foot of Courtlandt street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and 12 midnight, and from foot of Barclay street at 6 A. M. and 2 P. M.
ja5-tf WM. A. GATZMER, Agent.

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown, Cork Harbor.—The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—
CITY OF BALTIMORE, Saturday, June 18th.
ETNA, Saturday, July 23d.
EDINBURG, Saturday, July 30th.
And every succeeding Saturday, at noon, from Pier No. 44 North River.
RATES OF PASSAGE
Payable in Gold, or its equivalent in Currency:—
First Cabin .... Steerage .... $30·00
First Cabin to London 85·00 Steerage to London ... 34·00
First Cabin to Paris ... 95·00 Steerage to Paris ...... 40·00
First Cabin to Hamburg 90·00 Steerage to Hamburg .. 37·00
Passengers are also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown:—First Cabin, $75, $85, $105. Steerage from Liverpool and Queenstown, $35. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices.
JOHN G. DALE, Agent,
No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steam-Ship Line, sailing from each port on SATURDAYS, from first Wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE Street on Saturday, July 16, 1864.
The steamship NORMAN, Baker, will sail from Philadelphia for Boston, on Saturday, July 23, at 10 o'clock A. M.; and the steamship SAXON, Matthews, from Boston for Philadelphia, on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurances effected at one-half the premium charged on sail vessels.
Freights taken at fair rates.
Shippers are requested to send Slip Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to HENRY WINSOR & CO.,
ja4-tf No. 332 S. DELAWARE Avenue.

FOR CALIFORNIA VIA PANAMA Railroad.—The elegant new steamship GOLDEN RULE, will leave
ON WEDNESDAY, July 27, at noon.
Lowest rates of passage through from Philadelphia to San Francisco.
Apply to W. A. HAMILL,
Agent,
jy18-1m* No. 217 WALNUT Street.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M. and 5 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 132 S. DELAWARE Avenue.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after SUNDAY, June 19, 1864.
Passenger trains leave Philadelphia for
Baltimore at 4·30 (Express, Mondays excepted), 8·05 A. M., 12 M., 3·20 and 10·30 P. M.
Chester at 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00 and 11·00 P. M.
Wilmington at 4·30 (Mondays excepted), 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00, 10·30 and 11·00 P. M.
New Castle at 8·05 A. M. and 4·30 P. M.
Dover at 8·05 A. M. and 4·30 P. M.
Milford at 8·05 A. M.
Salisbury at 8·05 A. M.
TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8·45, 9·40 A. M., (Express), 1·10, 5·25 and 10·25 P. M.
Wilmington at 7·15, 8·45, 9 A. M., 12·24, 1, 1·45, 4·00, 4·33, 7·30 and 9·45 P. M.
Salisbury at 1·00 P. M.
Milford at 3·45 P. M.
Dover at 6·30 A. M. and 5·55 P. M.
New Castle at 8·30 A. M. and 6·55 P. M.
Chester at 7·45, 8·40 A. M., 1·00, 2·30, 4·40, 5·05, 8·14, 9·46 P. M.
Leave Baltimore for Salisbury and Intermediate stations at 1·25 P. M.
Leave Baltimore for Dover and Intermediate stations at 1·10 P. M.
TRAINS FOR BALTIMORE.
Leave Chester at 8·40 A. M., 3 and 11·05 P. M.
Leave Wilmington at 5·35, 9·35 A. M., 3·35 and 11·45 P. M.
Freight Trains, with Passenger Car attached, will run as follows:—
Leave Wilmington for Perryville and intermediate places at 7·45 P. M.
SUNDAYS.—Only at 4·30 A. M., 10·30 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4·30 A. M., 10·30 and 11·00 P. M.
From Wilmington to Philadelphia at 1·40 A. M. and 7·30 P. M. Only at 10·25 P. M. from Baltimore to Philadelphia.
je4 H. F. KENNEY, Superintendent.

ARRANGEMENTS OF NEW YORK LINES. 1864.
The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF.
Will leave as follows, viz.:— FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation .... $2·25
At 8 A. M., via Camden and Jersey City, Morning Express .... 3·00
At 8 A. M., via Camden and Jersey City, 2d Class Ticket .... 2·25
At 12 M., via Camden and Amboy, C. and A. Accommodation .... 2·25
At 2 P. M., via Camden and Amboy, C. and A. Express .... 3·00
At 3 P. M., via Camden and Amboy, Accommodation (Freight and Passenger) .... 1·75
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger), 1st Class Ticket .... 2·25
2d Class do. .... 1·50
At 7½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket .... 2·25
2d Class do. .... 1·50
For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, 5 P. M.
For Mount Holly, Evansville, and Pemberton, at 6 A. M., 2 and 5 P. M.
For Freehold at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3·30, 5 and 6 P. M. The 3·30 and 5 P. M. lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly and Burlington at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale and Tacony, at 9·30 A. M. and 2·30 P. M.
LINES FROM KENSINGTON DEPOT
Will leave as follows:—
At 4 A. M. (night) via Kensington and New York, Washington and New York Mail $2 25
At 11·15 A. M., via Kensington and Jersey City Express .... 3·00
At 4·30 P. M., via Kensington and Jersey City Express .... 3·00
At 6·45 P. M., via Kensington and Jersey City, Washington and New York Express .... 3·00
Sunday lines leave at 4 A. M. and 6 45 P. M.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7·15 A. M. This line connects with the train leaving Easton for Mauch Chunk at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, at 5 P. M.
For Bristol, Trenton, &c., at 7·15 and 11·15 A. M., and 5 P. M.
For Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, at 9 A. M., 5, 5·45 and 8 P. M. The 9 A. M. Line runs to Bristol.
For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train run from the Depot.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No 3 Walnut street. WM. H. GATZMER, Agent.
June 20, 1864.
LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE
From foot of Courtland street at 12 M. and 4 P. M., via Jersey City and Camden; at 7 and 10 A. M., 6 P. M., and 12 (Night) via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1, North River, at 12 M., 4 and 8 P. M. (Freight and Passengers) via Amboy and Camden.

FREIGHT LINES FOR NEW York and all the stations on the Camden and Amboy and connecting Railroads.
INCREASED DESPATCH.
The Camden and Amboy Railroad and Transportation Company's Freight Lines for New York will leave Walnut street wharf, on and after January 2, daily (Sundays excepted), at 4 o'clock P. M.
Returning, the above Lines will leave New York at 1 and 4 P. M.
Freight must be delivered before 3¾ P. M., to be forwarded the same day.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 12½ o'clock P. M. Small packages for Mount Holly received up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad. The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods, or no receipt will be given.
Increased facilities having been made for the transportation of LIVE STOCK, drovers are invited to try this route.
When stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the foot of Fortieth street, near the Drove Yards, or at Pier No. 1, North River, as the shippers may designate at the time of the shipment. WALTER FREEMAN, Freight Agent,
No. 208 S. Delaware avenue, Philadelphia.
GEO. B. RAYMOND, Freight Agent,
ja5-tf Pier No. 1, North River, New York.

READING RAILROAD.
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,
AND
NORTH, NORTHWEST, AND THE CANADAS.
PASSENGER TRAINS
Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING MAIL.
At 8·15 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Reading and Columbia Railroad for Ephrata, Lititz, and Columbia, and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS
Leaves Philadelphia at 3·30 P. M., for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railroad trains for Pittsburg, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.
READING ACCOMMODATION.
Leaves Reading at 6·00 A. M., stopping at all way stations, arriving in Philadelphia at 9·00 A. M.
Returning, leaves Philadelphia at 5·00 P. M., arrives in Reading at 8·00 P. M.
Trains for Philadelphia leave Harrisburg at 8 A. M., and Pottsville at 8·15 A. M., arriving in Philadelphia at 1·50 P. M. Afternoon trains leave Harrisburg at 2 P. M., Pottsville at 2·45 P. M., arriving in Philadelphia at 7 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 1 P. M., for Reading and all way stations; leave Reading at 11 A. M., and Downingtown at 12·30 P. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 7·30 A. M., and Philadelphia at 3·15 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8·15 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·40 A. M., and 12·15 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg.
Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 6·30 A. M., passing Reading at 8·45 A. M., and arriving at New York at 1·50 P. M. Sleeping Cars accompany these trains through, between Jersey City and Pittsburg, without change.
Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 A. M. and 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7·15 A. M., and 3·30 P. M., returning from Tuscarora at 8·10 A. M., and 4·35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 3·45 A. M. for Pinegrove and Harrisburg, and at 1·20 and 7·10 P. M. for Pinegrove only; returning from Harrisburg at 1·20 P. M., and from Pinegrove at 5·15 A. M., and 4 and 5 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles, between all points, at $45·35 each, for families and firms.
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and Willow STREETS.
FREIGHT TRAINS
Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. 1864.
THE GREAT DOUBLE TRACK SHORT ROUTE TO THE WEST, NORTHWEST, AND SOUTHWEST.
Equipments and facilities for the safe, speedy, and comfortable transportation of passengers, unsurpassed by any route in the country.
Trains leave the Depot at ELEVENTH and MARKET Streets, as follows:—
Mail Train at .... 7·25 A. M.
Fast Line at .... 11·25 A. M.
Through Express at .... 10·30 P. M.
Parkesburg Train, No. 1, at .... 1·03 P. M.
Parkesburg Train, No. 2, at .... 5·30 P. M.
Harrisburg Accommodation at .... 2·30 P. M.
Lancaster Train at .... 4·00 P. M.
Paoli Accommodation (leaves West Phila.) at .... 6·00 P. M.
The Mail, Passengers for the Fast Line reach Altoona for supper, where will be found excellent accommodations for the night at the Logan House, and may take either the Philadelphia or Baltimore Express, each of which makes connections at Pittsburg for all points. A daylight view is thus afforded of the entire line and its magnificent scenery.
The Through Express Train runs daily; all the other trains daily, except Sunday.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri rivers, and South and Southwest to all points accessible by railroad. Through Tickets to Cleveland, Detroit, Chicago, St. Paul, Columbus, Indianapolis, St. Louis, Leavenworth, Kansas, Wheeling, Dayton, Cincinnati, Louisville, Cairo, and all other principal points, and baggage checked through.
INDIANA BRANCH RAILROAD.
The Through Express, leaving at 10·30 P. M., connects at Blairsville Intersection with a train on this road for Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Cresson, at 8·40 A. M., with a train on this road for Ebensburg. A train also leaves Cresson for Ebensburg at 8·45 P. M.
HOLLIDAYSBURG BRANCH ROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Altoona with trains for Hollidaysburg at 7·15 P. M. and 8·45 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Tyrone with a train for Sandy Ridge and Phillipsburg, and by Bald Eagle Valley Railroad for Port Matilda, Milesburg, and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Huntingdon with a train for Hopewell and Bloody Run at 6·56 A. M.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROADS.
For Sunbury, Williamsport, Lock Haven, Elmira, Rochester, Buffalo, and Niagara Falls, passengers taking the Mail Train at 7·25 A. M., and the Through Express at 10·30 P. M., daily, except Sundays, go directly through, without change of cars between Philadelphia and Williamsport.
For YORK, HANOVER, and GETTYSBURG, the trains leaving at 8 A. M. and 2·30 P. M. connect at Columbia with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Harrisburg with trains for Carlisle, Chambersburg, and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7·25 A. M. and 2·30 P. M., connect at Downingtown with trains on this road to Waynesburg and all intermediate stations.
For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.
COMMUTATION TICKETS.
For 1, 3, 6, 9, or 12 months, at very low rates, for the accommodation of persons living out of town, or located on or near the line of the road.
COUPON TICKETS.
For 26 trips between any two points, at about two cents per mile. These tickets are intended for the use of families travelling frequently, and are of great advantage to persons making occasional trips.
SCHOOL TICKETS.
For one or three months for the use of scholars attending school in the city.
WESTERN EMIGRATION.
An Emigrant Accommodation train leaves No. 137 Dock street daily (Sundays excepted), at 4 o'clock P. M., offering a comfortable mode of travel to families going West, at one-half the usual rate of fare. Particular attention is paid to baggage, for which checks are given, and baggage forwarded by the same train with passengers.
For full information apply to
FRANCIS FUNK, Emigrant Agent,
No. 137 DOCK Street.
MANN'S BAGGAGE EXPRESS.
An agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot, Eleventh and Market streets. The travelling public are assured that it is *entirely responsible.*
FREIGHTS.
By this route freights of all descriptions can be forwarded to and from any points on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa or Missouri, by railroad direct, or to any point on the navigable waters of the West, by steamers from Pittsburg.
The rates of freight to and from any point in the West by the Pennsylvania Central Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company can rely with confidence on its speedy transit.
For freight contracts or shipping directions, apply to or address the Agents of the Company:—
S. B. KINGSTON, Jr., of Philadelphia.
D. A. STEWART, Pittsburg.
CLARK & CO., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 S. William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
WILLIAM BROWN, No. 80 North street, Baltimore, Agent Northern Central Railway.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
ENOCH LEWIS,
General Superintendent, Altoona, Pa.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE
On and after MONDAY, May 16, 1864, until further notice
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 3·10, 3½, 4, 5, 5½, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7·30, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11, and 12 P. M.
The 8·20 down, and the 3½ and 5½ trains up, do not stop on the Germantown Branch.
CHESNUT HILL RAILROAD.
Leave Philadelphia, 6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill, 7·10, 8, 9·40, 11·40 A. M.; 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8·35, 11·05 A. M.; 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.
Leave Norristown, 5½, 7, 7·50, 9 and 11 A. M.; 1½, 4½, 6¼ and 9 P. M.
The 5½ train up will stop at Wissahickon, Manayunk, and Conshohocken only.
FOR MANAYUNK.
Leave Philadelphia, 6, 8·35, 11·05 A. M., 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.
Leave Manayunk, 6¼, 7½, 8·20, 9½, 11½ A. M., 2, 5, 7, and 9½ P. M.
H. K. SMITH, General Superintendent.
my21 Depot, NINTH and GREEN Streets.

WEST JERSEY RAILROAD LINES.—Commencing MONDAY, June 20, 1864, from WALNUT street Wharf.
FOR CAPE MAY.
At 6 and 10 A. M., and at 4·30 P. M.
For Salem and Bridgeton, at 9 A. M. and 4 P. M.
For Glassboro, at 6, 9, and 10 A. M., and 4 and 4·30 P. M.
For Woodbury, Gloucester, &c., at 6 and 9 A. M., 12 M., and 4 and 6 P. M.
RETURNING TRAINS LEAVE
Cape May at 6 and 11·46 A. M., and 3·10 P. M.
Millville at 7·40 A. M., and 1·52 and 6·50 P. M.
Salem at 6 A. M. and 1·15 P. M.
Bridgeton at 6·15 A. M., 1·30 P. M.
Glassboro at 7·10 and 8·35 A. M., 2·23, 3·00 and 7·30 P. M.
Woodbury at 7, 7·40 and 8·54 A. M., and 2·30, 3·29, 5·05 and 8·12 P. M.

THE WEST JERSEY EXPRESS COMPANY,
Office No. 5 WALNUT Street, will call for and deliver Baggage, and attend to all the usual branches of Express business. *Heavy Articles* taken by 6 A. M. lines only. Perishable articles by this line must be sent before 5¼ P. M. A special messenger accompanies each train.
my31 J. VAN RENSSELAER, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the Trains will leave as follows:—
Leave Philadelphia, from the Depot, corner of THIRTY-FIRST and MARKET Streets, 8 A. M., 11·05 A. M., 2·30 P. M., 4·30 P. M., 6·45 P. M.
Philadelphia Depot changed from EIGHTEENTH and MARKET Streets, to THIRTY-FIRST and MARKET Streets.
Leave West Chester, from the Depot, on East MARKET Street, 6·20 A. M., 7·45 A. M., 11 A. M., 2 P. M., 4·45 P. M.
The cars of the West Philadelphia Passenger Railway Company (Market street) will convey Passengers to and from the Philadelphia Depot.
ON SUNDAYS.
Leave Philadelphia at 8·30 A. M. and 2·00 P. M.
Leave West Chester at 8 A. M. and 5 P. M.
Trains leaving Philadelphia at 8 A. M. and 4·30 P. M., connect and West Chester at 7·45 A. M. and 4·45 P. M., connect with trains on the Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.
ja1-tf HENRY WOOD, General Superintendent.

PHILADELPHIA AND ERIE RAILROAD. 1864.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.
It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium (195 miles), on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.
Mail Train leaves .... 8·00 A. M.
Express Train leaves .... 10·30 P. M.
Cars run through without change both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.
Elegant Sleeping Cars on the Express Train both ways.
For information respecting Passenger business, apply at the S. E. corner of Eleventh and Market streets.
And for Freight business, of the Company's Agents:—
S. B. Kingston, Jr., corner Sixteenth and Market streets, Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent, N. C. R. R., Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
ja4-tf General Manager, Williamsport.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. OPEN TO OXFORD—SPRING ARRANGEMENT.—On and after FRIDAY, April 1, 1864, the trains will leave as follows:—

LEAVE EASTWARD.			LEAVE WESTWARD.		
STATIONS.	A. M.	P. M.	STATIONS.	A. M.	P. M.
Oxford	5·50	3·25	Philadelphia	8·00	4·
West Grove	6·57	3·52	West Chester	7·15	
Avondale	7·05	4·04	W. C. Junction	9·08	
Kennett	7·26	4·17	Concord	9·23	
Chadd's Ford	7·42	4·41	Chadd's Ford	9·41	
Concord	8·10	5·00	Kennett	10·05	
W. C. Junction	8·15	5·15	Avondale	10·21	
Philadelphia	9·32	6·26	West Grove	10·39	
West Chester	9·38	6·10	Oxford	10·56	

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets, to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.
Passengers go through without change of cars.
ja4 HENRY WOOD, Superintendent.

SALEM RAILROAD COMPANY.—Commencing of Trains, commencing FRIDAY, January 1, 1864:—
From Walnut Street Wharf at 9 A. M., 3 and 4 P. M., freight 12 M. Returning, leave Salem at 4 A. M., 6·05 A. M., 1·10 P. M. Freight daily each way. Apply to
MORTON MILLS, Agent,
Second Covered Pier above WALNUT Street.
S. DELAWARE Avenue.
ja4-tf J. VAN RENSSELAER, Superintendent.